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WILSON, N.C.

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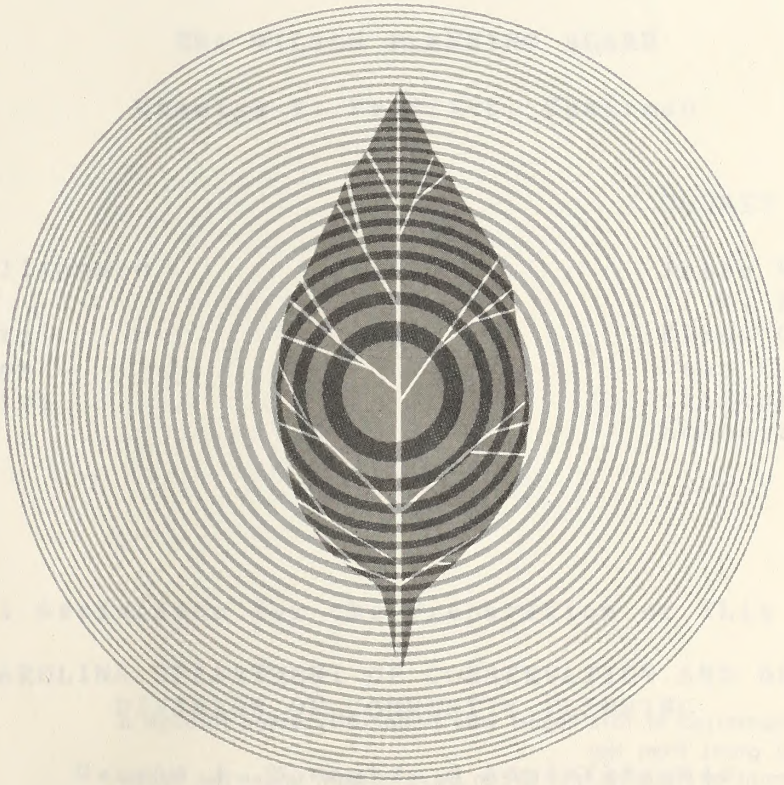

LAND USE SURVEY & ANALYSIS

The preparation of this report was financially aided through a Federal grant from the
Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

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805748

JUNE 1967

PRICE: $1.00

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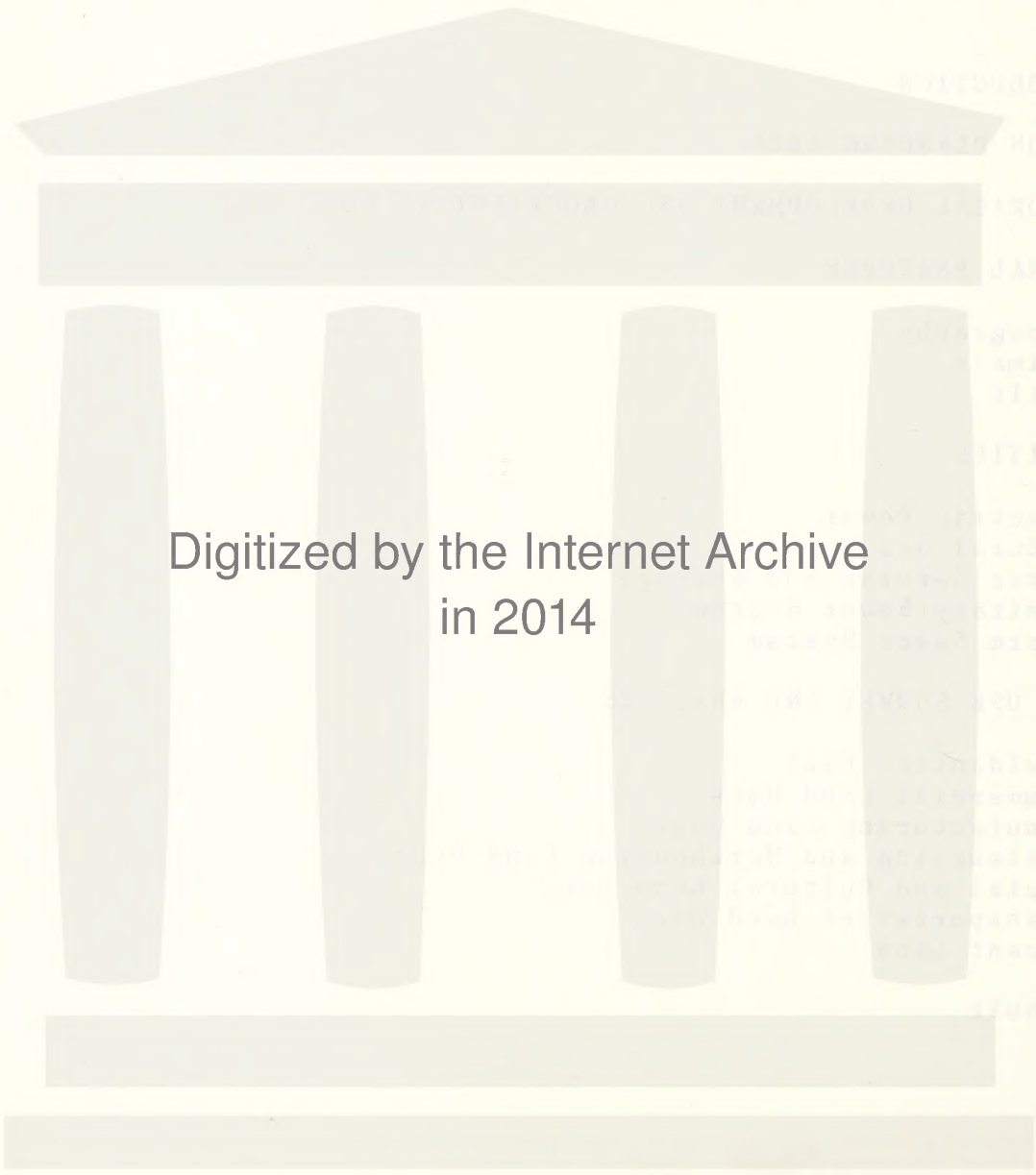

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INTRODUCTION

Like the Economy and the Population Studies, the Land Use Survey and Analysis is also a basic tool in that it serves as an input to the Land Development Plan, the Zoning Ordinance and other planning studies where detail is of paramount importance. The primary purpose of a Land Use Survey and Analysis is to provide information on the existing land use patterns that accommodate the economic activities and the population of Wilson and its fringe area.

F. Stuart Chapin, Jr., in his book Urban Land Use Planning, outlines the pertinent areas where land use data is extremely useful.[1] They are as follows:

1. The existing pattern of land uses in an area provides the base from which plans for the future development of the area are fashioned.

2. In traffic studies, land use data provides the locations of principal traffic generators. The pattern of land use is a basic reference in locating major thoroughfares, parking areas and transit routes.

3. In utility studies, land use data provides an important source of information concerning the concentration or dispersal of the demands on utilities.

4. In zoning studies, land use data can be used as a guide in making logical decisions.

5. Detailed land use presentation is fundamental to studies of residential neighborhoods, central and outlying business districts, and organized or planned industrial districts or any other similar group development.

6. Land use studies are a basic reference for redevelopment and rehabilitation plans.

1/ Chapin, Stuart F., Urban Land Use Planning, Second Edition, University of Illinois Press, Urbana, 1965, pp. 203-204.

WILSON PLANNING AREA

The information contained in this report is based on a geographic area which encompasses the corporate limits of Wilson and areas outside of the municipal boundaries where there is indication that urbanization is presently taking place and will continue in the future. Throughout this report and in subsequent studies, this area shall be referred to as the "Wilson Planning Area" or simply the "planning area."

Reference will also be made to two other areas - the Wilson Area and the Fringe Area, which together comprise the Planning Area. The Wilson Area will include only that land within the city limits while the fringe area will relate only to the areas outside the Wilson corporate limits.

The planning area was further subdivided into 28 planning districts. These districts were delineated for analytical purposes and the boundaries of each district were drawn so as to reflect residential neighborhoods and other functional areas. Districts 1 through 20 and portions of 21, 22, and 28 are located within the present corporate limits. A map of the planning area with the planning districts delineated is shown on page 3. The planning area includes all of the one mile area over which the City of Wilson may exercise zoning and subdivision controls.

HISTORICAL DEVELOPMENT AND GEOGRAPHICAL LOCATION

The City of Wilson was founded in 1849, approximately six years prior to the formation of Wilson County. In January of 1849, two villages along the Atlantic Coastline Railroad, Toisnot Depot and Hickory Grove, were incorporated as Wilson Town. The first town limits were one-fourth mile each way from the B and N Wood Confectionery on the corner of Nash and Tarboro Streets.

Geographically, Wilson is located in the central part of the Coastal Plain Region of eastern North Carolina. The Coastal Plain region is also known as the fertile bright leaf tobacco belt. The City of Wilson is known as the largest bright leaf tobacco

WILSON, N.C.

PREPARED FOR
WILSON PLANNING BOARD
BY THE
DEPARTMENT OF CONSERVATION AND DEVELOPMENT
DIVISION OF COMMUNITY PLANNING
1966

SCALE IN FEET
(1" = 3000')

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PLANNING DISTRICTS

FIGURE 1

market in the world - primarily because of the large number of auction warehouses and redrying plants presently in the city. Wilson is also known as the hub of transportation in eastern North Carolina because it is served by two major railroads and five major highways. The two railroads are the Atlantic Coastline Railroad and Norfolk Southern Railroad. The Norfolk Southern Railroad links Wilson with Raleigh, the capitol of North Carolina, located forty-five miles west of the city, and Norfolk, the Atlantic seaport, 150 miles to the northeast. In addition, Wilson is also connected by major north-south and east-west highways.

NATURAL FEATURES

Topography

The City of Wilson is laid out in two major drainage basins. These two drainage basins are Hominy Swamp and Toisnot Swamp. They are divided by a comparatively flat ridge extending north and south which generally correspond with the alignment of Nash Street. To the east of this dividing line, natural drainage flows into Toisnot Swamp and to the west drainage flows into Hominy Swamp. Within the Wilson planning area there are areas where the slope of the topography exceeds 5 percent but never more than 10 percent. These areas of sloping topography are all found adjacent to Hominy Swamp Canal and Toisnot Swamp.

Climate

Wilson is in the Humid Subtropical Climate Zone. Generally speaking, Wilson has cold, but not severe, winters and moderately warm summers. The average frost-free season of 202 days extends from April 12 to November 1. Average daily temperatures in Wilson range from 43 degrees in January to 79 degrees in July. Relative humidity ranges from 66.2 percent in the winter to 73.4 percent in the summer. Annual average rainfall is 48.07 inches. Snowfall averages 5.9 inches.

Soils

The primary purpose of a soil analysis is to determine what areas in a given community are suitable for urban development, whether residential, industrial, commercial, recreation, or any other related urban land use.

In Wilson and in its planning area, there are twenty-two different soil types. Figure 2 shows their location and Table 1 outlines the general physical characteristics. The classification and characteristics were obtained from a Soil Survey of Wilson County prepared by the United States Department of Agriculture in 1952.

TABLE 1 - SOIL TYPES AND CHARACTERISTICS, WILSON PLANNING AREA

Symbol	Name	Topography	Subsoil	Drainage	
				Surface	Internal
N1	Norfolk sandy loam	Level to gently rolling	Friable sandy clay	Good	Good
N	Norfolk sand	Level to rolling	Sandy Loam	Good to fair	Good to fair
NF	Norfolk fine sandy loam	Level to rolling	Friable very fine sandy clay	Good	Good
MS	Marlboro sandy loam	Level to rolling	Sticky sandy clay	Good	Fair
MF	Marlboro fine sandy loam	Level to rolling	Sticky fine sandy clay	Good	Fair
M1	Myatt sandy loam	Flat	Loamy sand	Poor	Poor
M	Meadow	Flat	Sandy loam or silt loam	Poor	Poor
S	Swamp	Land is low	Silt clay to sandy clay or loamy sand	Poor	Poor

TABLE 1 - continued

Symbol	Name	Topography	Subsoil	Drainage	
				Surface	Internal
R1	Ruston fine sandy loam	Rolling	Friable crumbly fine sandy clay	Good	Good
Rs	Ruston sandy loam	Rolling	Sandy clay	Good	Good
Js	Johnston silt loam	Flat	Sticky fine sandy clay	Poor	Poor
Ds	Dunbar sandy loam	Flat or slightly undulating	Sandy loam or friable sandy clay	Poor	Poor
Df	Dunbar fine sandy loam	Flat or slightly undulating	Fine sandy loam or fine sandy clay	Fair to poor	Poor
Cy	Cuthbert fine sandy loam	Sloping or rolling	Tough compact clay	Fair to poor	Poor
C1	Cahaba fine sandy loam	Nearly level or gently undulating	Friable fine sandy clay	Good	Good
Bg	Bradley gravelly sandy loam	Sloping or rolling	Brittle clay or silty clay	Good	Fair
B1	Bradley sandy loam	Sloping or rolling	Brittle clay or silty clay	Good	Fair
P1	Plummer fine sandy loam	Flat	Fine sandy clay	Poor	Poor
F	Kalmia fine sandy loam	Level to gently undulating	Friable fine sandy clay	Good	Good
Lf	Leaf fine sandy loam	Flat	Heavy fine sandy clay	Poor	Poor

TABLE 1 - continued

Symbol	Name	Topography	Subsoil	Drainage	
				Surface	Internal
Nv	Norfolk very fine sandy loam	Level or gently undulating	Fine sandy clay or clay loam	Good to fair	Fair
Kl	Kalmia sandy loam	Level or gently undulating	Friable sandy clay	Good	Good

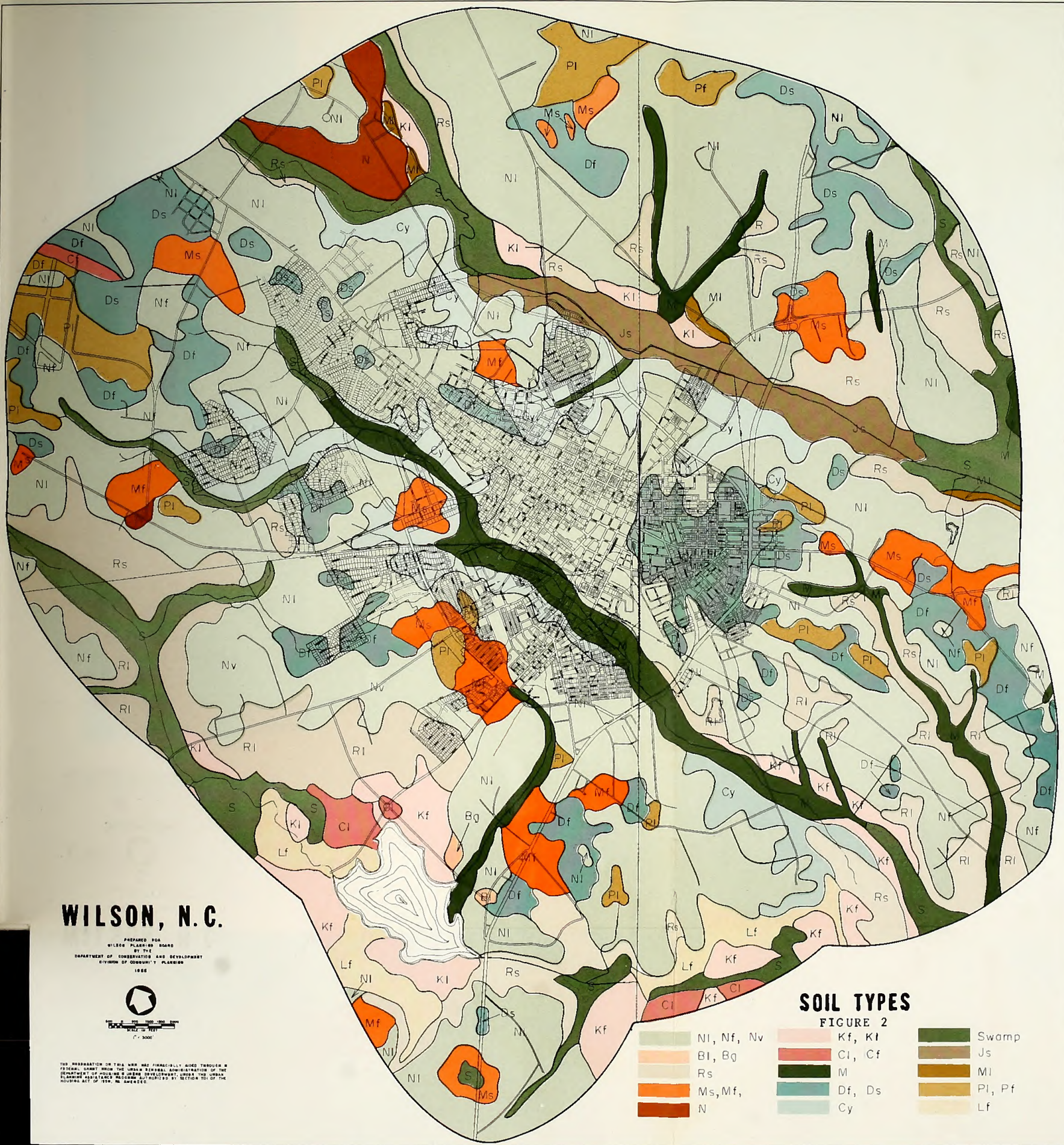
Source: Soil Survey of Wilson County, USDA, 1925.

On request by the project planner, a further interpretation of these soil types was prepared by Mr. Charles L. Hunt, Soil Scientist of the U.S. Department of Agriculture in Raleigh, North Carolina. In his evaluation of the different soil types of the Wilson Planning Area, he summarized the suitability of the soils group for urban uses.

Table 2 outlines Mr. Hunt's interpretation of the soil groups in the Wilson Planning Area. Following this table are definitions and criteria that Mr. Hunt used in evaluating the capabilities of each soil group.

Figure 3 shows the approximate location and distribution of areas in terms of soil suitability for urban development. This soil suitability map is based on the location of the soil types as shown in Figure 2 and interpretation of these soil types as outlined in Table 2.

It should be noted that this soil suitability map is very generalized and is by no means a completely accurate guide to follow in the development of a specific parcel of land. This map simply presents a generalized picture of areas that are suitable as well as unsuitable for urban development. In other words, there is no assurance that a certain location on the map will actually contain the exact soil characteristics indicated. Therefore, percolation and soil bearing tests should be made of each area to determine the specific soil capabilities.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SOIL TYPES
FIGURE 2
Nl, Nf, Nv
Bl, Bg
Rs
Ms, Mf,
N
Kf, Kl
Cl, Cf
M
Df, Ds
Cy
Swamp
Js
Ml
Pl, Pf
Lf

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FIGURE 3

TABLE 2

SOILS SUITABILITY, WILSON PLANNING AREA

SOILS	DWELLINGS WITH PUBLIC SEWERAGE SYSTEMS	DWELLINGS WITH SEPTIC TANK FILTER FIELDS	BASEMENT CONSTRUCTIONS	LIMITATIONS FOR RECREATION CAMP SITES	PICNIC AREAS	INTENSIVE PLAY AREAS	LIGHT[1] INDUSTRIES	ROADS[2] AND STREETS
Nl, Nf, Nv - Norfolk Rl, Rs - Ruston	Satisfactory	Satisfactory		Satis-factory	Satisfactory	Satis-factory	Satis-factory	Satis-factory
Kf, Kl - Kalmia	Fair	Poor						
Cl - Cahaba	These soils may overflow after big storms. Otherwise limitations are generally slight.							
Ms, Mf - Marlboro	Satisfactory	Satisfactory (Perc.)		Satis-factory	Satisfactory	Satis-factory	Satis-factory	Satis-factory
Bs - Bradley	Satisfactory	Satisfactory (Perc.)		Satis-factory	Satisfactory	Satis-factory	Fair (Sh-Sw)	Fair (Sh-Sw)
Bg - Bradley gravelly						Moderate (course fragments)		
Cf - Coxville	Unsuitable (Wt.)	Unsuitable (Wt.,Perc.)		Unsuit-able (Wt., Traf.)	Unsuit-able (Wt., Traf.)	Unsuit-able (Wt., Traf.)	Unsuit-able (Wt., Cor., Sh-Sw)	Unsuit-able (Wt., TSC)
Df, Ds - Dunbar	Fair (Wt)	Poor (Wt., Perc.)		Fair (Wt., Traf.)	Fair (Wt.,Traf.)	Fair to Poor (Wt., Traf.)	Fair (Wt., Sh-Sw)	Fair (Wt.,TSC)
Pf-Portsmouth Pl-Plummer Ml-Myatt Js-Johnston Lf-Leaf Ol-Okenee M -Meadow S -Swamp	Unsuitable	Unsuitable		Unsuit-able	Unsuit-able	Unsuit-able	Unsuit-able	Unsuit-able
	These are poorly to very poorly drained soils having severe limitations due to flooding and high water table.							
Cy - Cuthbert	Fair (Sh-Sw)	Poor (Perc.)		Fair (Traf.)	Fair (Traf.)	Fair (Traf.)	Fair (Sh-Sw)	Poor TSC
N - Norfolk Sand	Satisfactory	Satisfactory (low filter-ing action)		Fair (Traf.)	Fair (Traf.)	Poor (Traf.)	Satis-factory	Fair TSC

Source: Hunt, Charles L., Soil Conservation Service, USDA, Raleigh, North Carolina.

EXPLANATIONS:

[1]Structures whose footings are in subsoil.

[2]Refers to roads and streets that have subsoil for base.

Abbreviations for Limiting Factors: Fl - Flood hazard, Wt - Water table, Traf. - Trafficability, Sh-Sw - Shrink-Swell Potential, Perc. - Percolation rate, TSC - Traffic supporting capacity, Cor - Corrosion potential, Prod - Productivity, AWC - Available water potential.

Figure 3 shows that the areas that are unsuitable for urban development either with public sewerage or septic tanks filter fields are found primarily along Hominy Swamp Canal, Toisnot Swamp and Bloomery Swamp Canal which is located on the extreme western end of the planning area. Other areas which are unsuitable for urban development are in the vicinity of the Wilson Municipal Airport and in scattered locations east of U. S. Highway 301 and Southeast of U. S. Highway 264. Areas that are satisfactory for residential development with public sewerage system but not with septic tank filter fields, are found adjacent to the swamp areas that were mentioned in the previous paragraph. Most of the soil type found in these areas are Cuthbert, Dunbar, Cahaba, and Kalmia (see Table 2 for further interpretation and Figure 2 for location). Most of these soils have poor surface and internal drainage characteristics. The Cuthbert fine sandy loam soils located adjacent to Toisnot Swamp and Hominy Swamp Canal poses construction problems for industry and highways (See Table 2 for detailed interpretation).

Soil Suitability Criteria

A. Dwelling With Public or Community Sewerage Systems

1. Definition: Dwellings of three stories or less that are serviced by a public or community sewerage system.

2. Properties important in evaluating soils for this use:

   a. Shrink-swell behavior
   b. Water table
   c. Flood hazard
   d. Slope
   e. Depth to hard rock

B. Dwelling With Septic Tank Filter Fields

1. Definition: Dwellings of three stories or less that require septic tank soil absorption systems as a method of disposing of sewage.

2. Properties important in evaluating soils for this use:

   a. Percolation rate
   b. Shrink-swell behavior
   c. Water table
   d. Flood hazard
   e. Slope
   f. Depth to hard rock

C. Camp Sites

1. Definition: There are areas suitable for tent sites and the accompanying activities for outdoor living for periods of at least a week. They are not required to be suitable for septic tanks. They require little site preparation as far as the soil is concerned. Soil wetness is a serious limitation.

2. Properties important in evaluating the soils for this use:

   a. Slope
   b. Trafficability
   c. Inherent erodibility

D. Picnic Areas

1. Definition: There are areas suitable for pleasure outings at which a meal is eaten outdoors. Picnic tables and a fireplace are usually furnished but otherwise, very little site preparations are needed. The chief requirements are an attractive landscape and good trafficability.

2. Properties important in evaluating the soils for this use:

   a. Slope
   b. Trafficability
   c. Inherent erodibility

E. Intensive Play Areas

1. Definition: There are areas developed for playgrounds and organized games. They are subject to much foot traffic, generally require a nearly level surface, good drainage, and a texture and consistence that gives a firm surface. The areas should be quite free of coarse fragments and hard rock outcrops.

2. Properties important in evaluating soils in this use:

   a. Slope
   b. Depth of hard rock
   c. Trafficability

F. Light Industries

1. Definition: This includes buildings other than residence that are used for stores, offices and small industries, none of which are more than three stories high, or require a presumptive bearing value of more than 6,000 pounds. It is assumed they have public or community sewage disposal facilities.

2. Properties important in evaluating the soils for this use:

   a. Slope
   b. Depth of hard rock
   c. Water table

d. Flood hazard
e. Shrink-swell behavior
f. Corrosion potential

G. Roads and Streets

1. Definition: This use is for low cost roads and residential streets. The construction involves limited cut and fill and limited preparation of subgrade.

2. Properties important in evaluating the soils for this use:

a. Slope
b. Depth of hard rock
c. Water table
d. Flood hazard
e. Inherent erodibility
f. Traffic supporting capacity

UTILITIES

The utilities system is owned and operated by the City of Wilson. It provides a plentiful supply of electric power, water, and natural gas to consumers in the Wilson and adjacent areas.

Each utility is operated on a proprietary basis from revenues received for services rendered. Revenue bonds issued for the construction of new plants and distribution lines have been serviced and retired from the earning of each utility.[1]

Electric Power

Electric power for residential, commercial, industrial and agricultural use in Wilson is supplied by the City of Wilson Utilities Department. In addition to the 15,700 customers served directly by the city, electric power is distributed indirectly through resale to other municipalities in a seven county region. This region includes Wilson, Nash, Edgecombe, Pitt, Greene, Wayne and Johnston Counties. The Wilson municipal system is interconnected with that of the Carolina Power and Light Company.

1/ This information was obtained primarily from the files of the Wilson Industrial Council.

Natural Gas

Natural gas is distributed throughout the City of Wilson and the immediate urbanizing area through a municipality owned and operated gas distribution system. More than 50 miles of gas mains serve residential, commercial, and industrial users in the area.

The department of utilities purchase natural gas at wholesale rates from trunk line connections of the North Carolina Natural Gas Corporation. The gas is distributed and retailed through the city owned distribution systems.

Usually, the North Carolina Natural Gas Corporation serves natural gas users in those areas adjacent to its trunk line or to which service lines can be extended and which are located so that they cannot be served by the City of Wilson. As a general rule, this will include major new industrial and commercial customers who choose to locate outside the one mile jurisdictional zone.

Water Service and Storage

Wilson obtains its water supply from three reservoirs fed by two different watersheds on opposite sides of the city. Wiggins Mill Reservoir, which has a capacity of 300,000,000 gallons, is fed by the 236 square mile Contentnea Creek Watershed. It is the largest of the two primary reservoirs maintained by the city.

The Winstead Mill Reservoir, which was completed in 1960, has a storage capacity of 200,000,000 gallons. The Winstead Mill Reservoir was the first reservoir acquired in a series of water storage facilities on Toisnot Swamp. This is a secondary storage facility permitting its use for limited recreational purposes.

In 1962, work was completed on the third municipal reservoir, known as the Toisnot Reservoir. This storage facility covers approximately 30 acres, and its capacity totals 100,000,000 gallons. It is the only reservoir located within the corporate limits, situated about a mile west of the city's original water filter plant.

In case of drought or emergency, the Winstead Mill site can be replenished by natural flow from both Silver Lake and Green Pond. Long range plans provide for tapping the Tar River as an additional source of water for the Wilson Area.

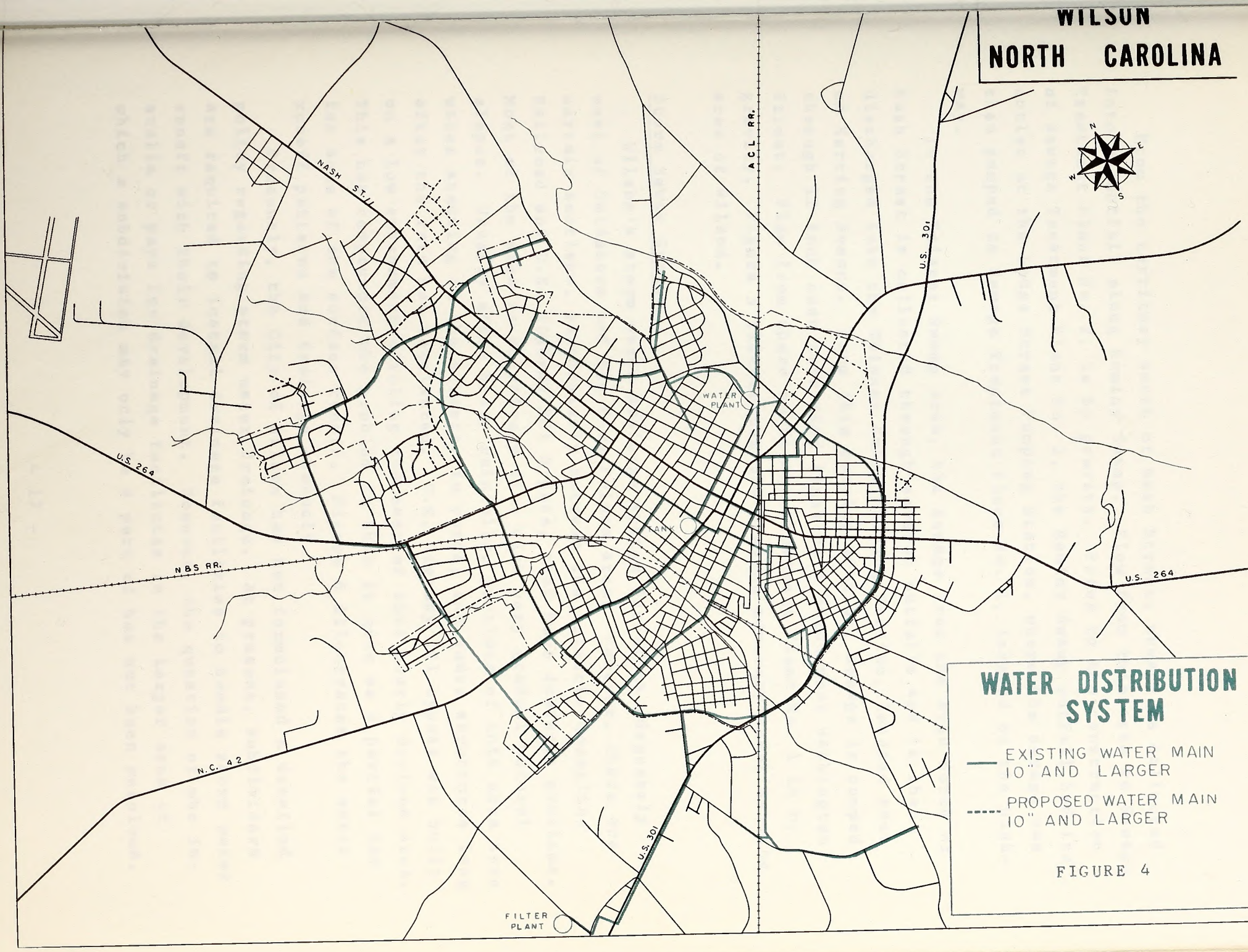
The city owns and operates two filter plants. One is the original plant which is located adjacent to the municipal power plant. This plant has a filtration and treatment capacity of 6,000,000 gallons per day and a pumping capacity of 7,000,000 gallons. The second plant which was completed in 1962 is located adjacent to the Wiggins Mill Reservoir, about two miles south of the corporate limits. This plant is designed for a capacity of 6,000,000 gallons per day. However, it is presently operating at a capacity of 4,000,000 gallons per day with the addition of 2,000,000 gallons to be scheduled as the need arises. Together the two plants have a filtration capacity of 12,000,000 gallons per day and a pumping capacity of 14,000,000 gallons.

Presently, Wilson has two one million gallon elevated storage tanks. One is located adjacent to the business district while the second is on the northeast part of town. In addition, the city has a two million gallon ground level tank at the original filtration plant. This facility provides ample storage of treated water. Figure 4 shows the present as well as the proposed water distribution system of Wilson.

Sanitary Sewer System

The City of Wilson, through its Department of Public Works, owns and operates two sewage treatment plants and the sewage collection system. Sewage Treatment Plant No. 1 is located near the city's southern boundary on U.S. Highway 301. Sewage Treatment Plant No. 2 is approximately 1.5 miles south of the city on the Old Stantonsburg Road. They have a combined capacity of six million gallons per day. Sewage Treatment Plant No. 2, which was built in 1958-59, was designed to permit the installation of an additional treating unit to provide for future expansion.

The sanitary sewer system extends into two watersheds, the Hominy Swamp Area and the Toisnot Swamp Area. The dividing line of these two watersheds correspond generally to the alignment of Nash Street. To the east, drainage runs naturally to Toisnot Swamp and to the west, drainage runs into the Hominy Swamp Area.


WILSON
NORTH CAROLINA
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NASH ST.
A C L RR.
U.S. 301
WATER PLANT
U.S. 264
N B S RR.
U.S. 264
N.C. 42
U.S. 301
FILTER PLANT
WATER DISTRIBUTION SYSTEM
EXISTING WATER MAIN 10" AND LARGER
PROPOSED WATER MAIN 10" AND LARGER

FIGURE 4

NORTH CAROLINA

From the territory south of Nash Street, sewage is collected into an outfall along Hominy Swamp. Flow from this area to Sewage Treatment Plant No. 2, is by gravity. Prior to the construction of Sewage Treatment Plant No. 2, the Hominy Swamp outfall had its outlet at the Lodge Street Pumping Station, where the sewage was then pumped to Sewage Treatment Plant No. 1, located on the highway.

In the Toisnot Swamp Area, the sewage from the area north of Nash Street is collected through several outfalls and is then discharged into the Toisnot Swamp Pumping Station, located east of Herring Avenue. From this pumping station, sewage is pumped through 12 inch cast iron pipe lines to a point near Washington Street. Flow from there to Sewage Treatment Plant No. 1 is by gravity. Figure 5 illustrates the present sanitary sewer service area of Wilson.

Storm Sewer System

Wilson's storm water drainage system functions adequately west of Goldsboro and the Five Points area. However, there are certain sections, particularly between the Atlantic Coastline Railroad and U.S. Highway 301 Bypass, that have drainage problems. Most of the area is relatively flat with very gradual natural slopes. Usually after heavy rainfalls, portions of this area have water standing on the streets, in yards, and under structures long after the rain has terminated. U.S. Highway 301 bypass was built on a low embankment circling the east of this poorly drained area. This has compounded the problem in that it acts as a partial dam for some of the surface runoff. Figure 6 illustrates the water runoff patterns and drainage channels.

Presently, the City of Wilson has not formulated a detailed policy regarding storm water drainage. At present, subdividers are required to install drainage facilities to handle storm water runoff with their development. However, the question of who installs or pays for drainage facilities in the larger area of which a subdivision may only be a part of has not been resolved.

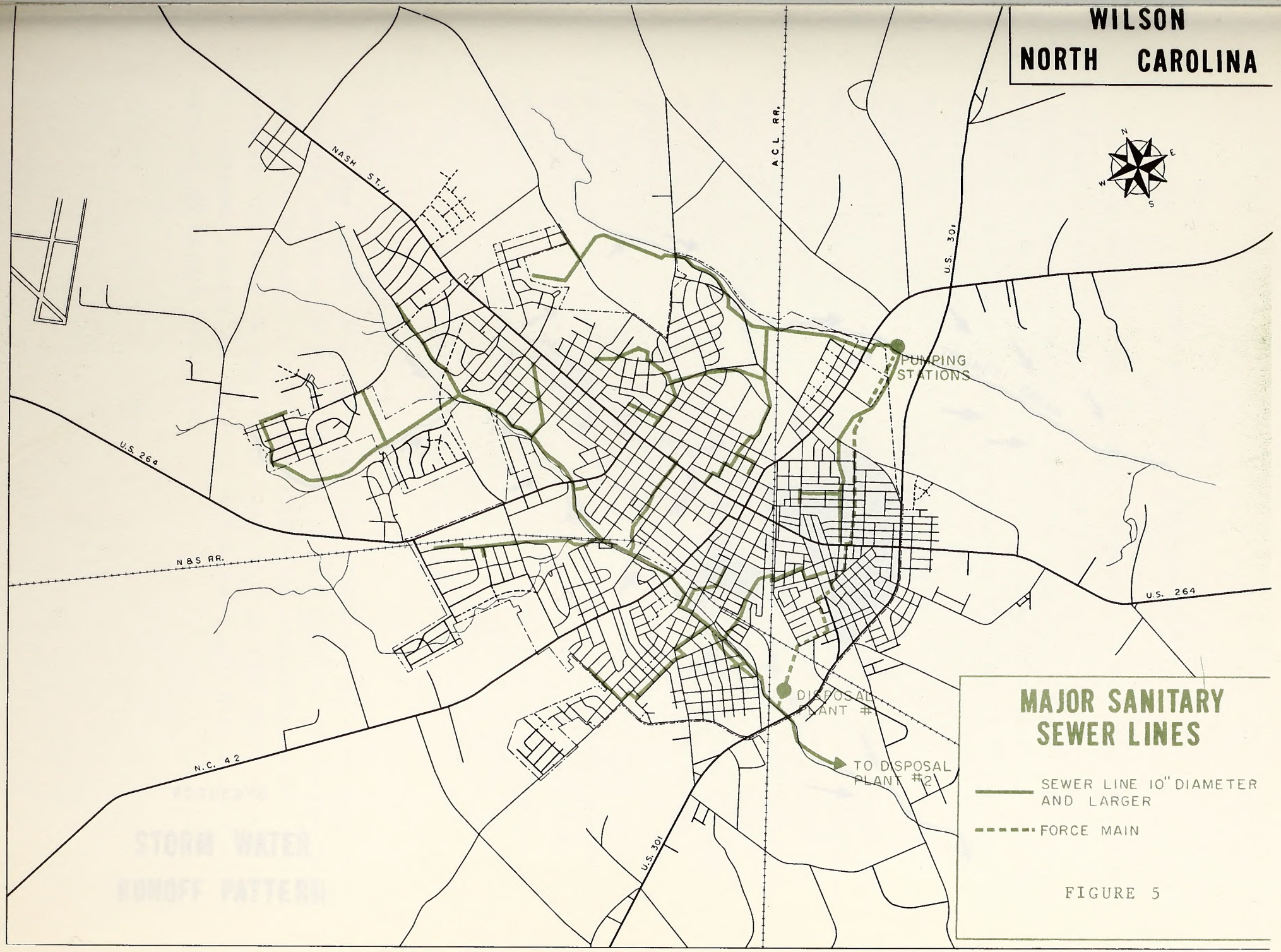
WILSON
NORTH CAROLINA
NASH ST.
A.C.L. RR.
U.S. 301
PUMPING STATIONS
U.S. 264
N&S RR.
U.S. 264
DISPOSAL PLANT #1
TO DISPOSAL PLANT #2
N.C. 42
U.S. 301
MAJOR SANITARY SEWER LINES
SEWER LINE 10" DIAMETER AND LARGER
FORCE MAIN

FIGURE 5

NORTH CAROLINA

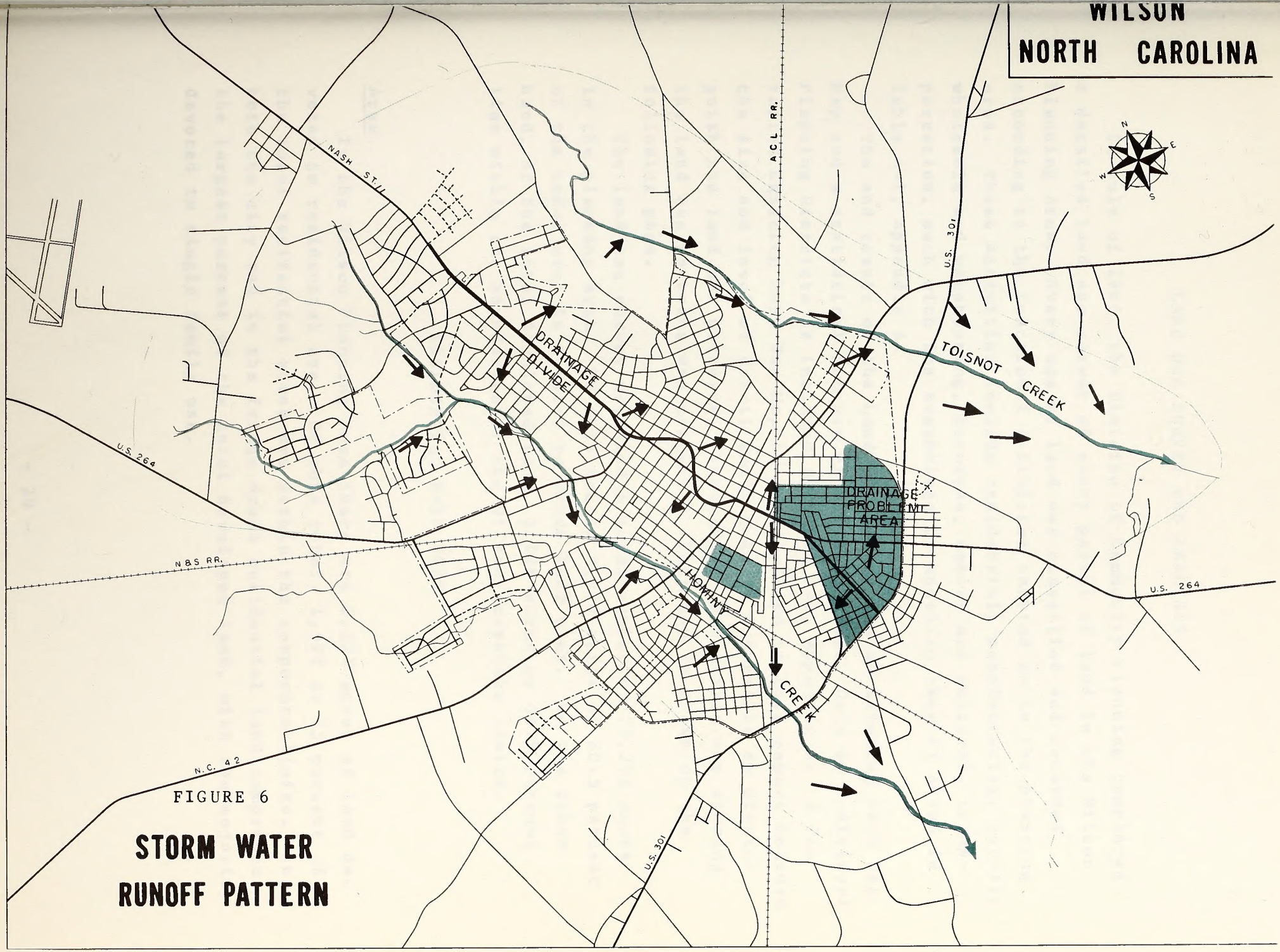

FIGURE 6

STORM WATER RUNOFF PATTERN

LAND USE SURVEY AND ANALYSIS

In July of 1966, the Division of Community Planning completed a detailed land use survey of every parcel of land in the Wilson Planning Area. Every use of land was classified and recorded according to the functional activities carried on in the planning area. These activities include residential, manufacturing, retail, wholesale and warehousing, services, social and cultural, transportation, each with its assemblage of specific uses as shown in Table A-1, Appendix A.

The end result of the Land Use Survey was an Existing Land Use Map and a statistical summary of all land uses. Data on Individual Planning Districts is included in Table A-2, Appendix A. A detailed Existing Land Use Map is not included in this report because the size and level of detail would make it impossible to distinguish the land use patterns. Instead, a generalized map showing the land use patterns was prepared. This map is shown on the following page.

The land use survey revealed a total number of 27,796 acres in the planning area. Of this total, 5,690 acres or 20.5 percent of the total area is devoted to urban land uses. On the other hand, of the total developed land, 3,196 acres or 68.9 percent lies within the boundaries of the Wilson corporate limits.

RESIDENTIAL LAND USES

Area

In the Wilson Planning Area there are 2,124 acres of land devoted to residential use. Of this total, 1,595 or 75 percent of the total residential acres are within the corporate limits. In both the city and in the fringe areas residential land comprises the largest percent of the total developed land, with the majority devoted to single family use.

WILSON, N.C.

PREPARED FOR
WILSON PLANNING BOARD
BY THE
DEPARTMENT OF CONSERVATION AND DEVELOPMENT
DIVISION OF COMMUNITY PLANNING

1966

SCALE IN FEET
1" = 3000'

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GENERALIZED LAND USE

FIGURE 7

LEGEND

- RETAIL & SERVICES
- INDUSTRIAL & WHOLESALE
- SOCIAL & CULTURAL
- RESIDENTIAL

Table 3 shows that in the planning areas 37.32 percent of developed land is used for residential purpose. Within the Wilson city limits the amount of developed land devoted to residential use is 49.9 percent and in the fringe area the figure is 21.2 percent (see Table A-2, Appendix A for number of acres and percent devoted to residential use by planning districts).

TABLE 3 - ACRES OF RESIDENTIAL LAND AND RESIDENTIAL LAND AS A PERCENT OF THE TOTAL DEVELOPED AREA IN THE WILSON PLANNING AREA, 1966

	Wilson City		Fringe Area		Planning Area	
Use	Acres	Percent	Acres	Percent	Acres	Percent
Single Family	1430.16	44.76	513.96	20.60	1944.12	34.55
Two Family	111.33	3.48	3.93	.16	115.26	2.03
Multi-Family	21.22	0.66	---	---	21.22	0.37
Home Occupation	3.34	0.10	.21	.01	3.55	.06
RH, BH, FH	22.78	0.71	---	---	22.78	0.40
Mobile Homes	6.05	0.19	11.27	.45	17.32	0.30
Total Residential	1594.88	49.90	529.37	21.22	2124.25	37.32

Dwelling Unit Count

In this report, the dwelling unit count reflects the actual number of units occupied or intended for occupancy as separate living quarters. In other words, a structure having accommodations for three families would be assigned a number of three rather than one unit. In conducting the land use survey, the dwelling unit count is not completely accurate because of the large number of rooming, fraternity and boarding houses in and around the Atlantic Christian College. In order to arrive at an accurate count of the number of units based on the occupants living in these houses, a door to door survey would have been necessary of the entire area surrounding the college.

Table 4 indicates that there are 9,798 dwelling units in the planning area. Of this total, 8,455 dwelling units are located within the Wilson City limits and 1,343 in the fringe area. As a percent of the total dwelling units within areas, single family units account for 80.0 percent in the planning area, 94.7 percent in the fringe area, and 77.6 percent in the Wilson corporate limits. Dwelling counts by individual planning district is included in Tables A-3, and A-4, Appendix A.

TABLE 4 - NUMBER AND TYPE OF RESIDENTIAL UNITS IN THE WILSON PLANNING AREA, 1966

Type of Residential Units	Located Within City Limits		Located In Fringe Area		Planning Area	
	No. of Units	% of Total Units	No. of Units	% of Total Units	No. of Units	% of Total Units
Single Family	6,557	77.6	1,272	94.7	7,829	80.0
Two Family	1,348	16.0	2	.2	1,350	13.7
Multi Family	404	4.7	---	---	404	4.2
RH,BH,FH	64	0.8	---	---	64	.6
Mobile Home	82	0.9	69	5.1	151	1.5
	8,455	100.0	1,343	100.0	9,798	100.0

New Residential Construction

Between January 1, 1960 and July 31, 1966, Wilson experienced a substantial amount of residential growth. Building permit records indicate that there were 1,704 new residential units constructed in the Wilson Planning Area. Of this total, 923 dwelling units were constructed within the 1960 corporate limits while 781 were constructed in the newly annexed areas in Districts 21, 22 and 28.

Examination of Figure 8 shows the exact location of these annexed areas. Prior to 1960 all of these annexed areas were undeveloped. Most of the new residential units in these areas range

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1966
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1" = 2000'
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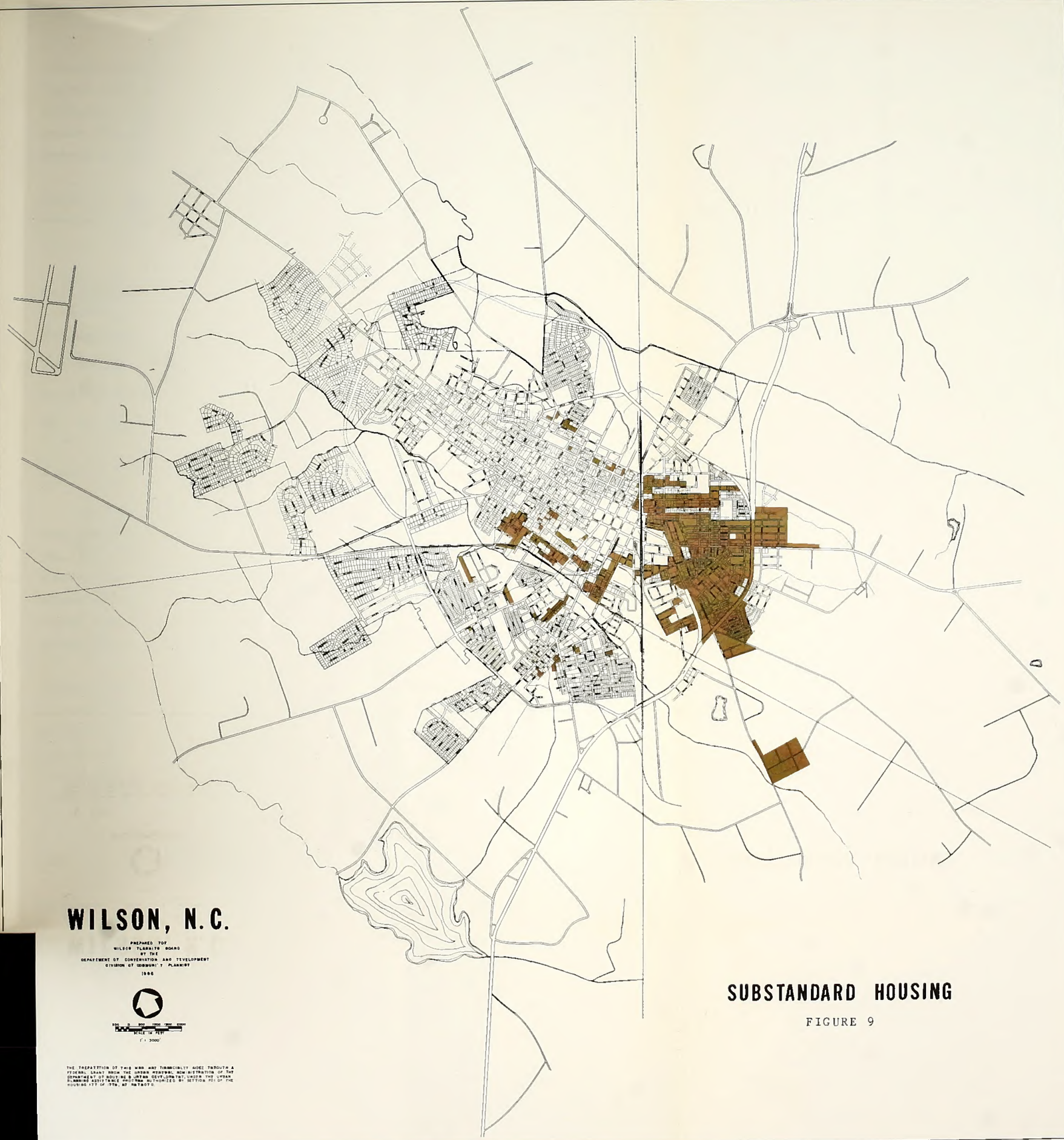
MAJOR AREAS
OF RESIDENTIAL GROWTH
FIGURE 8
NEW CONSTRUCTION IN 1960 CITY LIMITS
NEW CONSTRUCTION IN ANNEXED AREAS

in price between $15,000 and $18,000. As shown in Figure 8, residential growth inside the 1960 corporate limits occurred in districts 15, 17, 18, 5, 7, and 10. District 15 is the only area where one finds the lower priced homes, $11,000 to $13,000. In district 17 and 18, homes are in the price category of $18,000 and over. Districts 5, 7 and 10 contain the bulk of public housing units constructed between 1960 and 1966. There are approximately 400 public housing units in these districts. Throughout other sections of the city, one finds pockets of new construction but not major areas of construction. Examination of Table A-5, Appendix A, shows the number of new residential units by planning districts.

Housing Condition

In addition to the land use survey, each residential unit was assigned a letter grade denoting the general quality of its exterior appearance. Grade assignments ranged from A through E. Any residence which received a grade of D or E was classified as substandard. It should be recognized that the housing condition survey is merely a subjective judgment. It is possible that in a number of cases the grading of dwelling units was partially influenced by the overall environment in which the units were located. For example, a dwelling unit receiving a grade of C in Block 1 may, if it had been located in Block 2, have received a grade of D. Recognizing the shortcomings of an external survey, the survey will at least reveal valuable data for planning purposes in that it indicates where the quality of housing is inadequate on a general overall basis. (See Figure 9 for location of area of substandard housing.)

In the previous section it was indicated that there were 9,798 residential dwelling units in the planning area. Of this total, 2,429 were classified as substandard. This figure represents 24 percent of the total. Within the city limits, of the 8,455 dwelling units, 1,918 are classified as substandard. This amounts to 22.6 percent of all units in the corporate limits. In fringe areas, of the 1,343 dwelling units, 511 or 38.0 percent were classified as substandard. Obviously, the bulk of the substandard dwelling units are within the city limits. Of the total



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SUBSTANDARD HOUSING

FIGURE 9

substandard dwelling units in the planning area, the city contained 78.9 percent and the fringe area, 21.1 percent. Examination of Table 5 indicates that the majority of the substandard dwelling units are single family. (See Tables A-6 and A-7, Appendix A for detailed data for individual planning districts.)

TABLE 5 - NUMBER OF SUBSTANDARD RESIDENTIAL UNITS IN THE WILSON PLANNING AREA, 1966

Type of Residential Units	Located Within the City Limits	Located In Fringe Area	Planning Area	
	No. of Units	No. of Units	No. of Units	% of Total Units
Single Family	1,472	511	1,983	81.6
Two Family	356	---	356	14.6
Multi-Family	82	---	82	3.3
RH, BH, FH	8	---	8	.5
	1,918	511	2,429	100.0

Within the city limits, the substandard dwellings are heavily concentrated east of the Atlantic Coast Line Railroad in Districts 10, 11, and 12. Also, west of the Atlantic Coastline Railroad pockets of blighted residences are found in Districts 7 and 4. These five districts contain the bulk of the substandard dwelling units and the worst slums within the city limits. These slums are predominantly occupied by Negroes.

In the fringe area, substandard dwellings are heavily concentrated in Districts 24 and 25. Again, these pockets of slums found in Districts 24 and 25 are occupied by the Negro population. Both within the city limits and in the fringe area, it is doubtful that anything less than total clearance of the majority of the structures can return these areas back to an environment suitable for safe and satisfactory residential use.

In the previous paragraphs, only areas of substandard housing have been discussed, however, within the planning area there are residential areas of superior quality which deserve mentioning, particularly as they relate to the overall character of the residential patterns of the city.

Generally speaking, the lower to median price homes are found in districts 5, 6, 8, 14, 15, 16, 22 and portions of districts 17, 18, 19, and 28. The elite housing areas are located primarily in districts 20, 21 and portions of district 4, 17, 19 and 28. However, in order to obtain a more concise picture of these areas, each planning district will be discussed individually, as to its overall character of residential development.

Planning district 5, which is bounded by the Norfolk and Southern Railroad, Ward Boulevard and West Tarboro Street is almost entirely residential in character, other than one area adjacent to the railroad which has a manufacturing establishment and two warehouses. Homes in this district fall in the $11,000 to $15,000 price range. The district also contains a 90 unit public housing project which was constructed in 1960. This is composed primarily of two family units and some single family units. The street system within the district is adequate with no major street transversing through it.

Planning district 6 consist mainly of single family units which were built in the middle forties. Homes within this district are primarily of a frame type construction and falling in the general price range of $10,000 to $12,000. Within the district, there is some indication of poor maintenance; however, the bulk of the residential structures are well kept. The residences immediately south of Five Points and along Goldsboro Street are suffering from the close proximity to business uses. Generally, homes in this area are the oldest in the district and have suffered the most from lack of maintenance.

In planning district 8, the outstanding characteristic is that its basic layout is a gridiron system. This district, similar to planning district 6 is composed entirely of single family residential structures and most of which were constructed in the middle forties. Price values of homes in this district are from $8,000 to $11,000.

Planning district 14, which is located in the northeast section of the city contains a mixture of residential, industrial, and commercial, social and cultural land uses. Apart from the eastern North Carolina Sanitarium, one of the principal land uses and all of the industrial and commercial uses, the district contains two concentrations of residential structures and one mobile home park. These two residential areas consist of homes in the $8,000 to $10,000 price range. The layout of residential areas is a typical gridiron pattern. Within the district major streets are in excellent condition; however, several of the minor streets are unpaved.

In district 15, apart from the municipal power plant and several industrial uses along East Gold Street, the district is completely residential in character. The power plant and the industrial uses which are located adjacent to the Atlantic Coastline Railroad, are screened from residential areas by the municipal cemetery. The residential areas are concentrated in two sections. One area is located north of the Gold Park Street in the newly built Montclair Subdivision and the second area is south of Gold Park Street adjacent to the Atlantic Christian College. Homes in the Montclair Subdivision are in the $9,000 to $12,500 price range while the older homes south of Gold Park Street, are slightly lower in price value than those in the Montclair Subdivision.

Housing values in the residential areas located near Fike High School and east of West Nash Street, vary considerably. Price values in the Brentwood Subdivision near Fike High School range from $25,000 to $50,000. To the south, which takes in the southern portion of district 17 and all of district 16, values are lower with a range of $8,000 to $15,000. Street conditions and layout patterns in the Brentwood Subdivision are excellent, however, street layout in older portions of the districts are inadequate.

In districts 19 and 20 the overall character of housing and street layout patterns are excellent. Most of the housing north of Hominy Swamp Canal fall within a price range of $10,000 to $18,000, and to the south, values range generally from $25,000 upward with some above $50,000.

Homes in residential areas found in district 21, practically all have been developed in the last six years. Homes in the Westwood Subdivision range in value from $13,500 to $24,000. Those homes located along Raleigh Road probably have values as high as $100,000.

District 22 which is also a new residential area contains homes that range in price value of anywhere between $12,000 and $15,000. In addition, the area contains eight new apartment units, each apartment complex with seven units.

Planning district 28 is one of the areas in the Planning Areas that has experienced substantial growth since 1960. As of 1960, the Edgewood, Forest Hills, Brookside Manor Subdivisions and portions of the Tanglewood Subdivision have been annexed by the city. The layout and street alignment of these subdivisions are excellent. These new subdivisions consist of homes that range in price of $15,000 to $18,000.

Within planning district 28 there are three subdivisions which lies outside of the city limits. Jenning's Acres Subdivision which is adjacent to Brookside Manor Subdivision was developed prior to 1960. The homes found in this subdivision fall in the same price category as those in the newly annexed subdivisions. The other two subdivisions are in the northeast portion of planning district 28 and facing on West Nash Street. Newton Park Subdivision, the further of the two from the city limits, is an older subdivision which consist of homes in the general price range of $9,000 to $12,000. Westmoreland Subdivision abutting the proposed subdivision on Nash Street is a newly developed area. The homes fall in the same price category as those found in the Newton Park Subdivision. The residential structures in Newton Park show evidence of poor maintenance. In addition, the subdivision is not properly laid out, and most of the interior streets remain unpaved.

Residential Density

Based on the number of acres utilized for residential use and the dwelling unit count, net residential densities were computed by planning districts inside the city limits and in the fringe area. The average density within the corporate limits is 5.3 dwelling units per net residential acre. In the fringe area, the average density is 2.5 units per net residential area. Taking in the entire planning area, the average density is 4.6 per net residential acre.

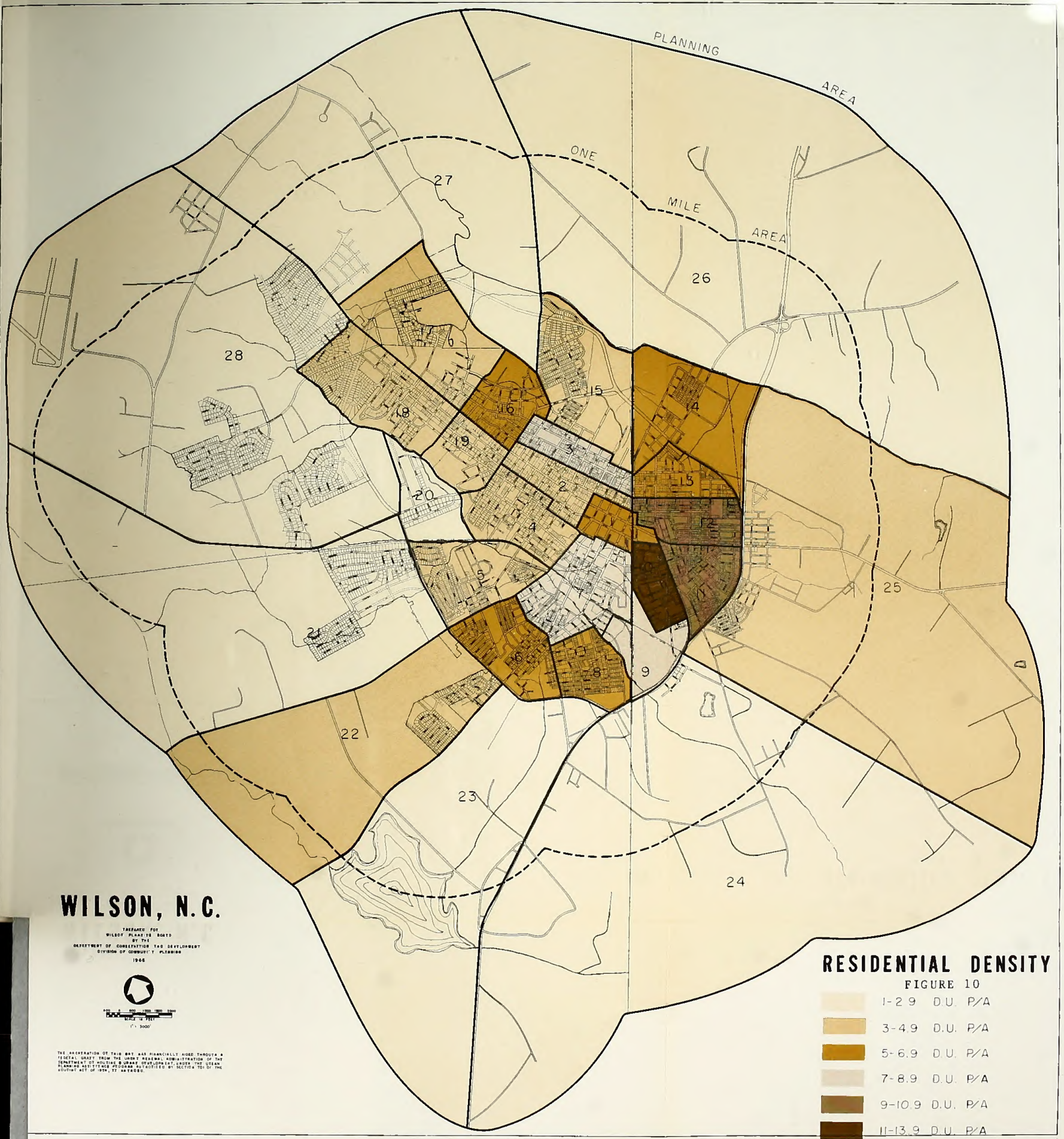
The density pattern of each planning district is shown in Figure 10 while the specific density for each district is found in Table A-8, Appendix A.

The density pattern in the planning area range from 2.1 to a high of 13.0 dwelling units per net residential acre. Within the city limits, districts 7, 10, 11, and 12 are where the highest densities exist. These districts contain the bulk of the slum areas in Wilson.

Major Problem Areas

In the residential area north and west of the Central Business District, particularly in planning districts 2 and 3, the most outstanding characteristic is the slow but clearly evident transition from a once stable residential area to one of generally substandard conditions. A number of structures are deteriorating, especially those located adjacent to the Atlantic Christian College and the Central Business District. Except for Atlantic Christian College and two small commercial areas, these districts are composed of old residential structures. The street system in these districts is inadequate. It can be characterized by a lack of continuous alignment and inadequate rights-of-way. Also, the lack of a major street leading to the Central Business District from the districts causes traffic to filter through the neighborhood on local streets.

In residential areas southwest and southeast of the Central Business District, one finds a high concentration of substandard structures and mixture of land uses. In District 4, there is a compact pocket of substandard housing equal to the worst in the



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city. Along the Norfolk and Southern Railroad there is a concentration of warehouses, petroleum bulk stations and light industrial uses intermixed with substandard housing. Apart from these two areas, environmental conditions within the district are excellent. The street layout in the district is regular; except for Hines Street, no major streets pass through. Within the substandard portions of the district, a large number of the streets are unpaved particularly west of the warehouse concentration.

Planning district 7 is also a problem area for the City of Wilson. The district is characterized by mixed industrial, commercial and residential land uses, pockets of compact residential slums, and poor street conditions and layout.

Another problem area is east of the Atlantic Coast Line Railroad and west of Stantonsburg Street which takes in Planning districts 9 and 10. These districts contain scattered pockets of substandard structures, mixed land uses, and poor street conditions. In planning district 10, industrial uses are concentrated in the northern and southern portions of the district. Between those uses is a substantial sized area of nonwhite housing, most of which is substandard, except for the public housing which was completed in 1964. The overall character of the residential portions of the district and the industrial area to the north is extremely poor. Street conditions are poor throughout the district, except for the boundary streets which are paved.

Residential areas in District 11 constitute the worst slum in the Wilson Planning Area. Substandard conditions prevail throughout the entire district with no single area free from substandard residential structures. Although this district is predominantly residential in character, there are a large number of scattered nonconforming business uses located throughout the district. Most of the nonconforming business uses are small grocery stores or small shops.

In District 12, which is located northeast of the Central Business District, the detrimental characteristics are: compact areas of slums, poor street layout, and inadequate storm drainage.

Summary of Residential Land Use Patterns

1. Direction of residential growth in Wilson Planning Area is to the west, northwest, and northeast. As of 1960, several new subdivisions have been developed and annexed by the city. These areas of residential growth are in planning districts 21, 22, and 28.

2. Since 1960 residential growth in areas already in the city limits has occurred primarily in planning districts 5, 7, 10, 15, 17, and 18. Residential construction that occurred in district 5, 7, and 10 are primarily public housing units. Between 1960 and 1966, 400 public housing units have been constructed in districts 5, 7 and 10.

3. The major areas of substandard housing are concentrated in districts 7, 10, 11, 12 and portions of 13.

4. Planning districts 2 and 3 contains the bulk of Wilson's residential areas that are in a period of transition. The homes in these established residential areas are gradually deteriorating and being invaded by various types of nonresidential areas.

5. In the fringe areas, pockets of Negro residential slums are found primarily in planning district 25. Two small pockets of residential slums are found in planning district 24, intermixed with industrial land uses.

COMMERCIAL LAND USES

In this report, retail trade and service uses will be discussed under commercial uses. Throughout this report when reference is made to commercial uses, it will include retail and service unless otherwise specified. The various categories of retail and service uses are listed below. The definition of each category was obtained from the Wilson Land Use Analysis Report prepared in 1960.

Retail Trade

Primary Retail: Retail activities requiring a regional trade and catering to individuals doing comparison shopping. The primary retail establishments generally fall into two categories: those that are dominant to the retail area such as department stores and those that are dependent upon a location adjacent to or in close proximity to the dominant activities, such as clothing, apparel, shoe and specialty shops.

Secondary Retail: Retail activities which are dependent upon a regional trade but which can exist in independent locations. These establishments generally sell "hard goods" such as appliances, furniture, farm equipment, automobiles, boats, etc.

Convenience Retail: Retail establishments merchandising goods commonly referred to as "convenience goods" such as foods, drugs, and gasoline. Such retail activities are not normally dependent upon a regional trade.

Services

Personal and Amusement Services: Establishments providing services pertaining to the person as to his apparel, personal effects and entertainment.

Repair Services: Establishments which restore to working order man's mechanical belongings such as automobile repair, appliance repair and office equipment repair.

Administrative and Financial Services: Establishments performing administrative functions such as federal, state and local government offices and establishments engaged in providing monetary and specialized professional knowledge (except medical) to the community.

TABLE 6 - ACRES OF COMMERCIAL LAND AND COMMERCIAL LAND AS A PERCENT OF THE TOTAL DEVELOPED AREA IN THE WILSON PLANNING AREA, 1966

RETAIL

Use	Wilson Acres	Wilson Percent	Fringe Acres	Fringe Percent	Planning Area Acres	Planning Area Percent
Primary Retail	21.28	0.67	21.66	0.87	42.94	0.75
Secondary Retail	42.40	1.33	33.17	1.33	75.57	1.34
Convenience Retail	30.74	0.95	6.56	0.26	37.30	0.65
Subtotal	94.42	2.95	61.39	2.46	155.81	2.74

SERVICES

Use	Wilson Acres	Wilson Percent	Fringe Acres	Fringe Percent	Planning Area Acres	Planning Area Percent
Personal and Amusement	15.92	.50	69.87	2.80	85.79	1.50
Repair Services	5.83	.18	9.59	0.38	15.42	0.27
Administration and Finance	23.07	.72	36.64	1.47	59.71	1.06
Subtotal	44.82	1.40	116.10	4.65	160.92	2.83
GRAND TOTAL	139.24		177.49		316.73	

Of the total developed land in the planning area, 316.7 acres or 5.6 percent are used for commercial purposes. Of this total, 129 acres are within the city limits and 177.5 acres are within the fringe area. The large amount of retail land found in the fringe area is due primarily to a high concentration of strip commercial development along U.S. Highway 301, in planning districts 23 and 24. The number of acres and percent of each subcategory under retail and services are shown in Table 6. The retail and service uses by planning district are found in Table A-2, Appendix A. In the Wilson Planning Area the commercial land uses categories are located in three commercial areas which include the following: Central Business District, Strip Commercial Areas, and Planned Shopping Centers.

Central Business District

The Wilson Central Business District (core area) contains approximately 87.2 acres. Of this total, 21.13 acres are used for commercial purposes, 6 acres for residential purposes, 2.5 acres for manufacturing purposes, 1.3 acres for social and cultural purposes, 26 acres for transportation purposes, and 9.6 acres for wholesale and warehousing purposes. The Central Business District constitutes the largest retail center within the city's trade area in that it contains most of the primary and secondary retail establishments. The Central Business District is also the administrative and financial center for Wilson and surrounding areas. It contains the bulk of the public buildings such as the Municipal Building, the County Courthouse, and the Post Office. Other administrative and financial services such as banks, insurance offices, real estate, and other professional business offices are also highly concentrated in the Central Business District (Figure 11 shows the detailed land use of the Central Business District).

Surrounding the Central Business District, or more commonly referred to as the fringe area, one finds residential, wholesale industrial, quasi-public and retail types of uses. The limits or boundaries of the fringe area are shown in Figure 12, as defined in the 1962 Central Business District Plan prepared by the Division of Community Planning.

In the fringe area, in recent years, there is evidence of new retail and office uses particularly along West Nash Street beyond Pine Street. This pattern is due to inadequate parking facilities in the Central Business District. Also, outside of the Central Business District, a strip of personal service and amusement type retail activities are concentrated in one block just across the railroad tracks on East Nash Street. These facilities cater primarily to Negroes and are mostly located in substandard dwellings.

Nonresidential uses in the fringe area are clustered on the southeast side of the Central Business District along the railroad tracks. The wholesale type activities such as warehousing and storage spaces are, for the most part, located immediately

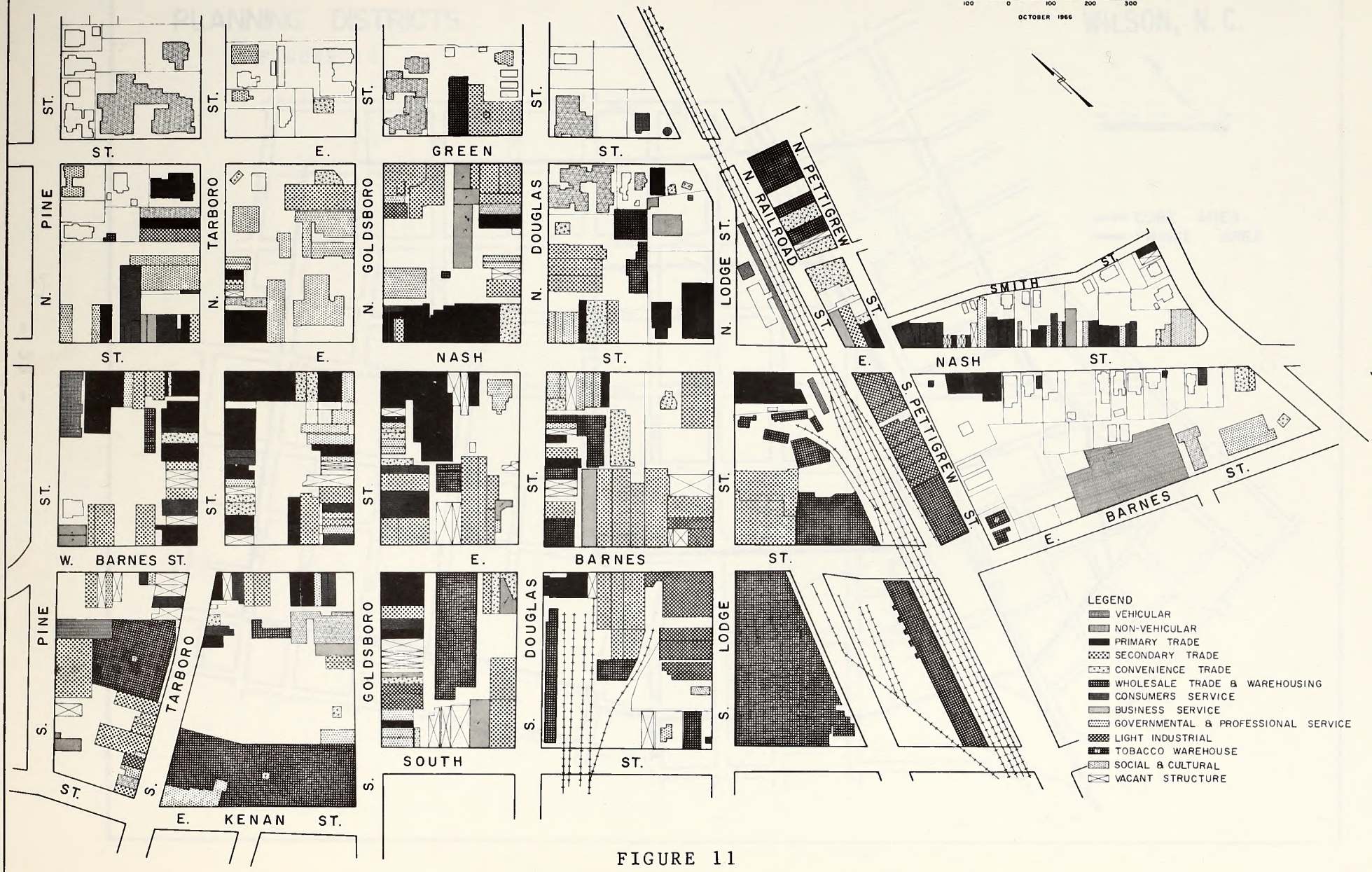

WILSON, N. C.
C. B. D. LAND USE
SCALE IN FEET
100 0 100 200 300
OCTOBER 1966
N. PINE ST.
N. TARBORO ST.
N. GOLDSBORO ST.
N. DOUGLAS ST.
N. LODGE ST.
N. RAILROAD ST.
N. PETTIGREW ST.
SMITH ST.
E. NASH ST.
S. PETTIGREW ST.
E. BARNES ST.
W. BARNES ST.
S. PINE ST.
S. TARBORO ST.
E. KENAN ST.
S. GOLDSBORO ST.
S. DOUGLAS ST.
S. LODGE ST.
LEGEND
VEHICULAR
NON-VEHICULAR
PRIMARY TRADE
SECONDARY TRADE
CONVENIENCE TRADE
WHOLESALE TRADE & WAREHOUSING
CONSUMERS SERVICE
BUSINESS SERVICE
GOVERNMENTAL & PROFESSIONAL SERVICE
LIGHT INDUSTRIAL
TOBACCO WAREHOUSE
SOCIAL & CULTURAL
VACANT STRUCTURE

FIGURE 11

WILSON, N. C.
C.B.D. LAND USE

PLANNING DISTRICTS

FIGURE 12

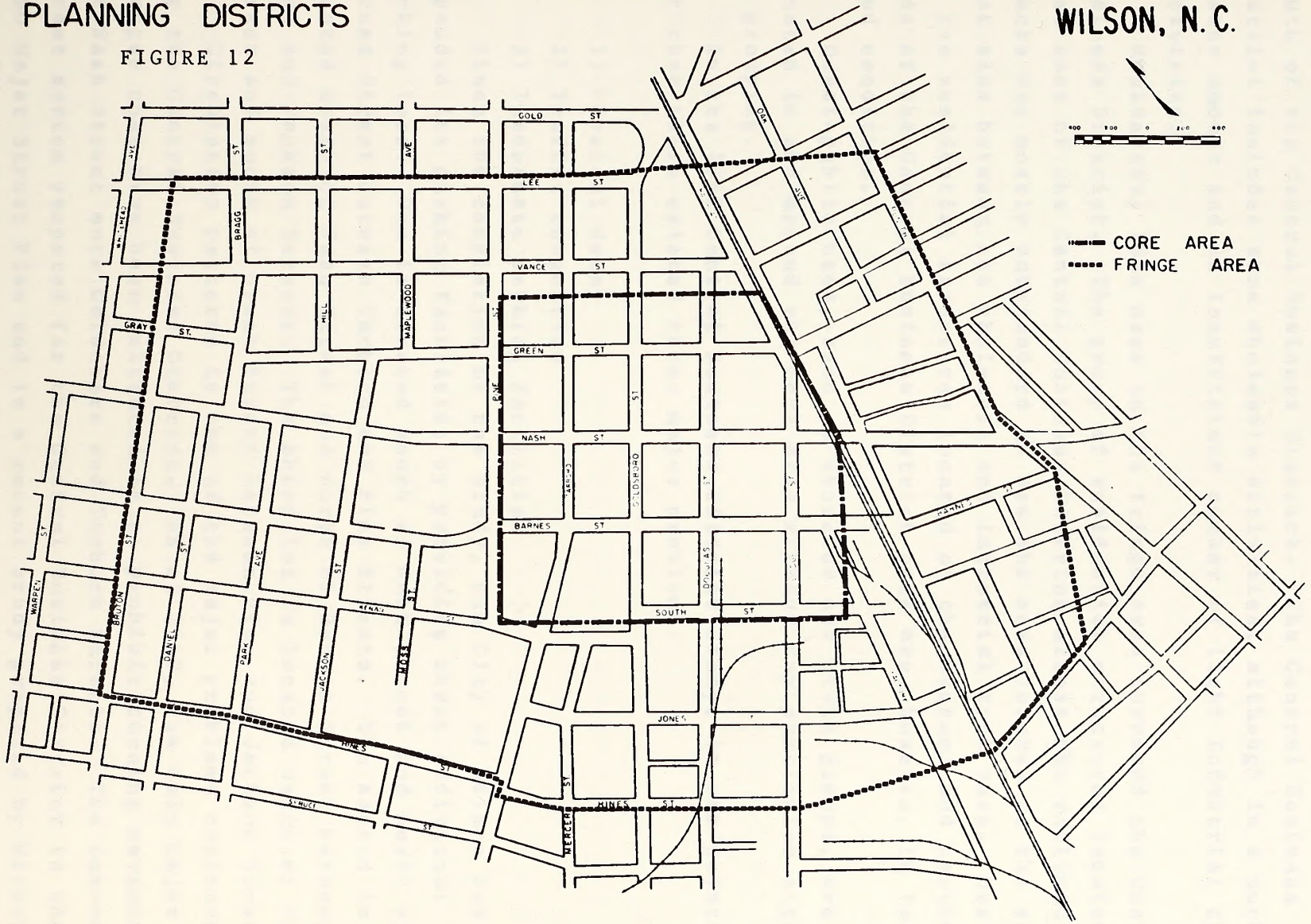


EXHIBIT 11
PLANNING DISTRICTS
WILSON, N.C.

south of the Central Business District. The Central Business District includes some wholesale activities, although in a much lesser amount and an insufficient number of light industrial type activities.

Residential land uses in the fringe area surround the Central Business District. The group of residential structures located just east of the Central Business District across the railroad tracks are mostly substandard as are the ones located on the southeast side between the wholesale and industrial type uses. Most of the residential structures located on the western and northern side of the Central Business District area are, however, in fairly good condition.

Quasi-public uses, such as churches and civic groups, are located in and around the core area without any particular attempts at grouping.

In the 1962 Central Business District Study, it was pointed out that there existed three major problems:

1) Physical decay
2) Traffic congestion
3) Inadequate parking facilities

Since the completion of the study, the City of Wilson has expanded its parking facilities by providing three additional parking lots. One is located south of Nash Street and north of Barnes Street between Tarboro and Pine Streets. The second is located south of Nash Street and north of Barnes Street between Pine and Jackson Streets. The third lot is located north of Nash Street and south of Green Street between Pine and Jackson Streets.

Circulation patterns is one of the major problems confronting the Central Business District. As of 1960, the only major changes that have been initiated is to prohibit turning movement off Nash Street onto Goldsboro and Tarboro Streets. The one-way street system prepared for the Central Business District in the 1960 Major Street Plan and in a recent study prepared by Wilbur Smith and Associates has not been initiated. Until a one-way street system is introduced, traffic congestion will remain a major problem for the Central Business District.

In the Central Business District there are a large number of unattractive buildings which seriously affect the appearance of the entire area. The architecture is mostly unimaginative, as noted in the Central Area Proposal Study prepared in 1962. The streets present a dismal view with cluttered overhanging signs, billboards, telephone wires, sidewalk awnings, etc. As of 1960, there has been renovation of a few old structures on Nash Street between Tarboro and Goldsboro Streets, but the vast majority of the other buildings and areas have not been renovated.

Highway Commercial Uses

Wilson, like many other communities, has its share of strip commercial development along some of its major streets and thoroughfares, both within the city limits and in the fringe area. In the past, strip commercial development has evolved from the practice of zoning frontage along major streets and highways for commercial purposes.

Within the city limits of Wilson, one finds strip commercial development along east and west Nash Street, Goldsboro Street and Herring Avenue. The retail establishments found along these major streets are oriented more toward local motorists rather than the tourists.

In the fringe area, strip commercial development is predominantly found along U.S. Highway 301 in Planning District 23 and 24. The facilities along U.S. Highway 301 are oriented toward the tourist or through traffic, and consists of motels, gasoline stations, restaurants, and numerous other tourist facilities.

Shopping Centers

The shopping center is a relatively recent land use development, arising from changes in merchandising and the need for off-street parking brought on by the suburban housing developments of the postwar period. It is the first established commercial building type which really takes into account the use of the automobiles as an integral part of everyday living habits.

The planned shopping center has several features that distinguish it from the Central Business District and the outlying shopping district. The shopping center is planned as a unit under one ownership or management; it supplies convenient and adequate off-street parking and has one or two major tenants.

In 1965, Wilson opened its first regional shopping center. It contains approximately 30 acres and is known as the Parkwood Shopping Center. This shopping center is located on Ward Boulevard in Planning District 21. The shopping center includes, among other uses, a major food store, several large department stores, and a number of variety shops. The center seems to be adequately planned and has a suitable location. It is not only oriented to the local trade area but also to the regional trade area.

In addition to the Parkwood Shopping Center, there are two other outlying shopping centers located along Ward Boulevard. One is located across from the Parkwood Center on the corner of Ward Boulevard and South Tarboro Street. This center is known as the Boulevard Plaza Shopping Center. Also, located along Ward Boulevard is the Winoca Shopping Center on the corner of Downing Street and Ward Boulevard. These two shopping centers are more locally oriented in that they contain only a major food store and a large variety store.

Summary of Commercial Uses

1. The Central Business District constitutes the largest retail administrative, and financial center within the Wilson Planning Area.

2. In the Central Business District fringe area, there is evidence of new retail and office uses particularly along West Nash Street beyond Pine Street.

3. Traffic congestion and physical decay are still a major problem in the Central Business District.

4. Within the city limits and in the fringe there exist large strips of commercial development along some of the major streets and thoroughfares.

5. As of 1960, Wilson has seen decentralization of its commercial function from the Central Business District to the fringes of the city limits, with the establishment of the first planned regional shopping center on Ward Boulevard.

MANUFACTURING LAND USES

There are 149.59 acres or 2.64 percent of the total developed land used for manufacturing purposes in the planning area. Of this total, 68.31 acres is within the city limits and 81.28 acres in the fringe area. In the city limits the manufacturing land uses are concentrated in districts 7, 9, and 14. Manufacturing uses in the fringe area are predominantly located in district 24. Table 7 shows the breakdown by units and Table A-2, Appendix A, shows the manufacturing use by planning districts.

TABLE 7 - ACRES OF MANUFACTURING LAND AND MANUFACTURING LAND AS A PERCENT OF THE TOTAL DEVELOPED AREA IN THE WILSON PLANNING AREA, 1966

Use	Wilson		Fringe		Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Durable	23.91	0.75	27.54	1.10	51.45	0.90
Nondurable	11.29	0.35	27.69	1.12	38.98	0.69
Tobacco Mfg.	17.67	0.55	24.28	0.97	41.95	0.74
Industrial Service	15.44	0.49	1.77	0.07	17.21	0.30
TOTAL	68.31	2.14	81.28	3.26	149.59	2.63

Tobacco Manufacturing

Tobacco processing amounts to 41.95 acres or 36 percent of the total area of manufacturing uses in the planning area. Of this total, 17.67 acres are found in the city limits and 24.28 acres in the fringe area. In the city limits the tobacco manufacturing plants are located in district 7 and in the fringe area they are all found in district 24.

Analysis of Existing Manufacturing Uses

Within the city limits where manufacturing land uses are concentrated, several major problems are evident and these are as follows:

1) Incompatible land uses
2) Obsolete and deteriorating structures of all types
3) Poor functional relationship
4) Lack of land for expansion

One of the most apparent problems confronting the areas of industrial concentration is the mixture of land uses. For example, in district 7 there exists all types of land uses such as commercial, wholesale and warehousing, and residential land uses. Actually, this district contains one of the worst slums in the Wilson city limits. In addition to having dilapidated housing, it also contains a large number of obsolete warehousing and industrial buildings, some of which are vacant and others that are functionally inadequate for the modern day needs of industry.

Location of small "retail establishments" is another serious problem which presently exists in the industrial areas. The location of these commercial establishments has seriously deterred the functional relationship of industries with each other. In summary, this area is simply a "hodge-podge" of land uses, most of which have no direct relationship or compatibility with each other.

On the positive side, district 7 contains the bulk of the tobacco warehousing and tobacco processing plants which provide a convenient and efficient relationship. When the sale of tobacco is completed, the tobacco is then moved from the warehouse floor to the redrying or processing plant for the first step in processing the tobacco into a finished product. This arrangement is desirable in that the product does not have to be transported across town or even outside of the area.

Another area where industry is concentrated is in district 14. One of the major problems confronting the industries in this district is the availability of land for expansion. This problem confronts only the two transportation equipment firms and not the textile plant which is also located in this district. Other than this problem, these two firms are in a suitable location as they have excellent access to the Atlantic Coastline Railroad and Ward Boulevard, a loop bypass encircling the city.

In the fringe area, most all of the manufacturing land uses are in district 23 and 24. For the most part, the majority of these firms are in these districts because they required large sites for their operations and also because within the planning area this is where the vacant industrial land exists. For example, some of the recent newcomers to the Wilson area which required large sites are Imperial Tobacco, Swift Company, and Tobacco Processors, Inc. The older established firms in the district that required larger sites are the feed and fertilizer companies and the Gray Concrete Company. Functionally, these land uses seem to be adequately served by utilities and transportation facilities, such as the major railroads, major highways, and access roads. There is also plenty of suitable vacant land for expansion of their operations.

Existing Vacant Industrial Sites

Within the Wilson Planning Area there are seven sizable sites of vacant industrial sites with the smallest being 30 acres and the largest 500 acres. These seven sites contain approximately 1,487 acres. Table 8 outlines the site characteristics as to size, ownership and adequacy of public facilities, topography and soil characteristics. Figure 13 shows the location of these sites.

TABLE 8 - VACANT INDUSTRIAL SITE IN THE WILSON PLANNING AREA

Adequacy of Facilities and Natural Features

Name	Area Acres	Stage of Development	Natural Features		Facilities				Transportation		Ownership
			Topography	Soil	Electricity	Gas	Water	Sewer	Rail	Highways	
Newton	97.4	None	Level	Good	Yes	Yes	Yes	Yes	Yes	Yes	Newton
Matthis	42	Partially	Level	Good	Yes	Yes	Yes	Yes	Yes	Yes	Matthis
Welco	380	Partially	Level to Rolling	Good	Yes	No	Yes	No	Yes	Yes	Wilson Co. Properties Inc.
Coastline	30	None	Level	Good	No	No	No	No	Yes	Yes	ACL
Airport	411	Partially	Level	Poor	Yes	No	No	No	No	Yes	City
None	500	None	Level	Good	No	No	No	No	No	Yes	Multiple Ownership
Blue Bell	27	Partially	Level	Good	Yes	Yes	Yes	Yes	No	Yes	Blue Bell Corp.

Source: Wilson Industrial Council.

FIGURE 13

VACANT INDUSTRIAL SITES

Summary of Manufacturing Land Use

1. Manufacturing areas that are located around the periphery of the Central Business District contains the following characteristics:
   (a) Mixture of all types of land uses
   (b) Obsolete and deteriorating buildings of all types
   (c) Poor functional relationship
   (d) Lack of land for expansion

2. Majority of the tobacco processing plants are concentrated in district 7; however, since 1960, the newer tobacco plants have located in the fringe area.

3. In recent years all of the larger plants that have located in Wilson are found in the fringe area in district 24.

4. Within the Wilson planning area, all of the vacant industrial sites are located in the fringe area.

WHOLESALING AND WAREHOUSING

In the Wilson Planning Area there are 200 acres or 4 percent devoted to wholesale and warehousing. Of this total, 107.3 acres are found in the Wilson city limits and 93 acres in the fringe area.

Tobacco warehousing is the predominant use of the total wholesaling and warehousing uses. In the planning area, 86.23 acres are devoted to tobacco warehousing with the majority located within the Wilson city limits. Table 9 shows the acres and percent of wholesale and warehousing uses by area and Table A-2, Appendix A, shows these uses by planning districts.

In the Wilson city limits, tobacco warehousing uses are found in the peripheral districts outside of the Central Business District, with the majority located in districts 7, 8, and 9.

In the fringe area, tobacco warehousing uses are concentrated in districts 23 and 24.

TABLE 9 - ACRES OF WHOLESALE AND WAREHOUSING LAND AND WHOLESALE AND WAREHOUSING LAND AS A PERCENT OF THE TOTAL DEVELOPED AREA IN THE WILSON PLANNING AREA, 1966

Use	Wilson		Fringe Area		Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Merchant	24.80	0.78	38.64	1.55	63.44	1.11
Petroleum Bulk Terminal	2.41	0.08	15.32	0.61	17.73	0.31
Assemblers of Farm Products	21.93	0.69	11.02	0.44	32.95	0.58
Tobacco Warehouse	58.16	1.81	28.07	1.33	86.23	1.52
TOTAL	107.30	3.36	93.05	3.73	200.35	3.52

Note that tobacco warehouse land uses comprise nearly half of the wholesale and warehousing land uses in the Wilson Planning Area. This is to be expected, as Wilson has been and continues to be one of the largest tobacco market centers in North Carolina.

It is interesting to note that the development of the tobacco warehouses commenced in and around the Central Business District and adjacent to both the Atlantic Coastline and Norfolk Southern Railroads. Later, tobacco warehouses especially those that were constructed during the prewar period, were built in scattered locations in planning districts 4, 8, 9, 24 and 25.

The most outstanding characteristics of the older established tobacco warehouses in planning district 7 as well as the newer warehouse in district 4, is that they are located in one of the oldest sections of the community. These districts contain a mixture of land uses such as other warehouses, industrial, commercial and residential. In addition, the location and layout of the area has created serious traffic problems because of the use of the large tractor-trailers during the tobacco season. The street system leading to the warehouses is totally inadequate to handle these trailers and furthermore there is no loading facilities or adequate space for the trailer to maneuver freely once in the Warehouse District.

On the other hand, one of the most important assets of the area is that it is conveniently located near the older tobacco processing plants and is adequately served by spur tracks leading from both of the major railroads. The tobacco warehouses that are located in districts 8, 9, 24 and 25 are adequately located in terms of highway and rail transportation.

Within the city limits, other wholesaling and warehouse land uses such as merchant wholesale and petroleum bulk terminals are intermixed with and in close proximity to the tobacco warehouses in planning districts 4, 7, and 10. In the fringe area they are found in scattered locations in planning districts 23, 24 and 25.

Summary of Wholesaling and Warehousing Land Uses

1. Tobacco warehouses comprise nearly half of the total wholesaling and warehousing land uses in the Wilson Planning Area.

2. A majority of the tobacco warehouse uses are found in the city limits in planning districts 4, 7, 8, 9, and 10. In the fringe area the major concentration is found in planning districts 23 and 24.

3. Tobacco warehouse uses in and around the Central Business District have created traffic problems due to the location and layout of buildings and street systems.

4. Tobacco warehouse uses adjacent to the Central Business District are adequately served by both the Atlantic Coastline and Norfolk Southern Railroads.

5. Other wholesaling and warehousing land uses such as merchants, wholesalers, and petroleum bulk terminals are concentrated in districts 4, 7, 10 while in the fringe area they are mostly concentrated in planning districts 23, 24, and 25.

SOCIAL AND CULTURAL LAND USES

There are 920 acres or 16 percent of the total developed land within the planning area devoted to social and cultural uses. Included in this classification are schools, hospitals, cemeteries, churches, and public recreation areas.

Of the total 920 acres, 263 acres are located in the Wilson city limits and 657 acres in the fringe area. As indicated in Table A-2, Appendix A, the social and cultural activities are fairly evenly distributed within the city limits with the exception of districts 14 and 15 where the cemetery and North Carolina Sanatorium account for a sizable amount of the acreage devoted to social and cultural uses.

In the fringe area, the majority of the land devoted to social and cultural activities is found in districts 25 and 26. Within these districts, recreation areas account for the majority of the land devoted to social and cultural uses. For example, they have all of the golf courses, one automobile race track, and one of the largest recreation parks within the entire planning area.

TABLE 10 - ACRES OF SOCIAL AND CULTURAL LAND AND SOCIAL AND CULTURAL LAND AS A PERCENT OF THE TOTAL DEVELOPED AREA IN THE WILSON PLANNING AREA, 1966

Use	Wilson		Fringe Area		Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Education	61.21	8.24	89.83	3.60	150.73	2.65
Institution and Medical	71.89	1.92	49.90	2.00	121.47	2.13
Recreation	61.69	2.25	468.86	18.79	530.24	9.32
Religious	68.43	1.93	48.74	1.96	116.87	2.05
TOTAL	263.22	2.14	657.33	26.35	920.55	16.17

Recreation

In the Wilson Planning Area, there are 530 acres devoted to recreation. This total acreage is distributed among 12 recreation parks, most of which are located in the city limits; three golf courses, two private and one commercial; one baseball stadium; and the county fairgrounds.

The public recreation facilities (other than golf courses and county fairgrounds) found in the city limits and in the fringe area include the following:

1. Daniel Hill Park is located at Warren Street and West Banks Street in a proposed urban renewal area. It is four acres in size and includes facilities for active recreation. This park is used by both children and adults. The park is maintained by the city although it is in private ownership.

2. Five Points Park is located on Sauls Street and contains three acres. This park is extensively developed with many facilities for active recreation. It also has a swimming pool which increases the park attendance during the summer such that, at times, the park is overcrowded.

3. Flemming Stadium, Jaycee Field, and Denby Field are located on a 13.7 acre tract on Stadium Street. They are used by all age groups for organized sports. The Wilson Tobs, a professional baseball team, use this stadium which seats 3,000.

4. Forrest Hills Park is located on Forrest Hills Road and includes 5.1 acres. It is presently only partially developed and is used primarily by children of the neighborhood.

5. Gold Park is situated on Rountree Street and although it is divided into two sections there is a total of 4 acres. It is used mainly by children and provides many facilities for active recreation.

6. Lane Street Park is located outside the Wilson city limits about one-half mile east of U.S. 301 off Lane Street. This 15.4 acre park is not developed at present. That portion of the park which is developed is used primarily by older youths and adults.

7. The Wilson Library lawn on Nash Street is an excellent example of passive recreation. The park benches placed under towering old trees on this 1.5 acre site provide an area for rest and relaxation. The library, which is centrally located near the business district on a major thoroughfare, is in close proximity to the older population of the city.

8. The Recreation Park is the major park for the city. It is located on Sunset Drive and Raleigh Road and contains 23 acres. It is well developed with a variety of facilities for active recreation. It also contains the Recreation Park Community Center, which has many features that attract participants. The park has many beautiful towering trees which are an important asset to the park and the city. The park and Community Center serve all age groups.

9. Reid Street Park is located on Reid Street and contain 4.7 acres. This park serves the eastern portion of the city and it contains the Reid Street Community Center. Teenagers use the Reid Street field more than any other age group.

10. Ridgewood Park, which is located on Phillips Street, contains 6.1 acres. This park is presently being developed and will include a full range of recreation facilities.

11. Toisnot Park is located off Corbett Avenue. This 78 acre park includes 20 acres of water which will be prime attraction when the park is fully developed. This park and lake will be used by all age groups.

12. Williams Day Camp is located between Mount Vernon Drive and Hominy Swamp Canal. This wooded park, containing some virgin timber, consists of 8.7 acres. It is used primarily during the summer for camping and nature study. Younger children enjoy this natural area and are the prime users of this facility. The park also contains a shelter house which is used under supervision during the summer months.

13. Woodard Park is located on Canal Street and contains 3.3 acres. It is not fully developed since there is only a small residential area which it serves. Most of the land near this park is slated for industrial development; however, there are some beautiful trees on this property which make it an asset to the community. Most of its present use comes from younger children.

Within the city limits there are areas of high population densities which are in need of small play lots and neighborhood parks within walking distance for young children. These areas include planning districts 7, 10, 11, and 12. For example, in district 7, apart from the play space at Adams School for Negro children, there is no other recreation space or facility within the district. White children use the facilities at the Five Points Park, the Community Center, and Flemming Stadium, which is a considerable distance. In district 10, there are no public recreation facilities available in the district apart from the playground

space at Elvie Street School. The Negro community center is located approximately one mile from the district and is available only to older children and adults. In district 11 and 12, there are no recreation facilities available for the young children within the district.

Recreation space which, in the opinion of the Wilson Recreation Director, is seriously needed, does not exist in some of the newer subdivisions. The Recreation Director indicated that the areas that are in need of recreation space are: Westwood Subdivision in planning district 21, Brookside Manor Subdivision, in planning district 28 and in the Cavalier Park Subdivision in district 28.

Education Facilities

In the Wilson Planning Area, there are eleven schools, eight elementary, one junior high, one combined junior and senior high, and one senior high school. By the Fall of 1967, the Wilson school system will have twelve schools as there is a new elementary school under construction which is expected to be completed by the beginning of the next school term. This new elementary school is located on N.C. Highway 42 adjacent to Wilson County Memorial Hospital.

Table 11 shows the expected Fall 1967 enrollment by school facility. The information contained in this table was obtained from the Superintendent of Schools in Wilson. Utilizing the standard of 30 elementary pupils per classroom, only one will exceed this figure as shown in Table 11.

Generally, all of the schools, with the exception of Adams Elementary, are reasonably well located. However, most school sites are inadequate in area.

By comparing existing school site size in Table 11, and recommended site size in Table 12, it is evident that a large number of the school sites are deficient in site area. The newer school sites, Vinson-Bynum and Fike Senior High School, have adequate site area and plenty of land for expansion. The Vinson-Bynum Elementary School is located on a forty acre site which is

owned by the School Board of Education. The Superintendent of Schools indicated that tentative plans are for the construction of a new junior high school on the additional 30 acres.

TABLE 11 - ENROLLMENT AND NUMBER OF CLASSROOMS BY FACILITY IN THE WILSON PLANNING AREA, FALL 1967

Schools	Grades	Enrollment	Classroom	Pupil Per Classroom	Site Size (Acres)
Adams	1-7	440	16	27.5	3.7
Barnes	1-7	480	18	26.6	10.0
Elvie Street	1-7	965	31	31.1	3.6
Hearne	1-7	440	17	25.8	3.0
Vick	1-7	580	18	32.2	4.3
Vinson-Bynum	1-7	450	16	28.1	10.0
Wells	1-7	732	25	29.2	16.7
Winstead	1-7	708	25	28.3	4.4
Woodard	1-7	365	15	24.3	2.5
Coon Junior High School	8-9	840	40	21.1	8.5
Darden High School	8-12	1,300	45	28.8	7.3
Fike Senior High School	10-12	1,000	43	23.2	50.0
TOTAL		8,300	309	Avg. 26.8	124.0

Source: Office of the Superintendent of Schools.

Institutional and Medical

As of 1960, Wilson has experienced a rapid expansion in its medical facilities. In 1964, a new 254 bed hospital was constructed on South Tarboro Street in planning district 22. During this period, Wilson has also experienced substantial increase in number of out-patient clinics, most of which are located in planning district 21 and in various other locations within the city limits.

TABLE 12 - RECOMMENDED STANDARDS FOR SCHOOLS

Type	Enrollment	Site Area (Acres)
Elementary	450-600	10 acres plus one acre for 100 additional students
Junior High School	500-750	20 acres plus one acre for 100 additional students
High School	750 and over	30 acres plus one acre for every additional 100 students

Source: North Carolina Department of Public Instruction.

Summary of Social and Cultural Land Uses

1. Within the Wilson Planning Area, recreation comprises over half of all the social and cultural land use, with the majority located in the fringe area.

2. There is a serious need for recreation space in the areas of substandard housing as well as in the newly built subdivisions.

3. In recent years, expansion of medical facilities has occurred both in the city limits and in the fringe area.

4. A majority of the elementary school site areas are inadequate in size.

TRANSPORTATION

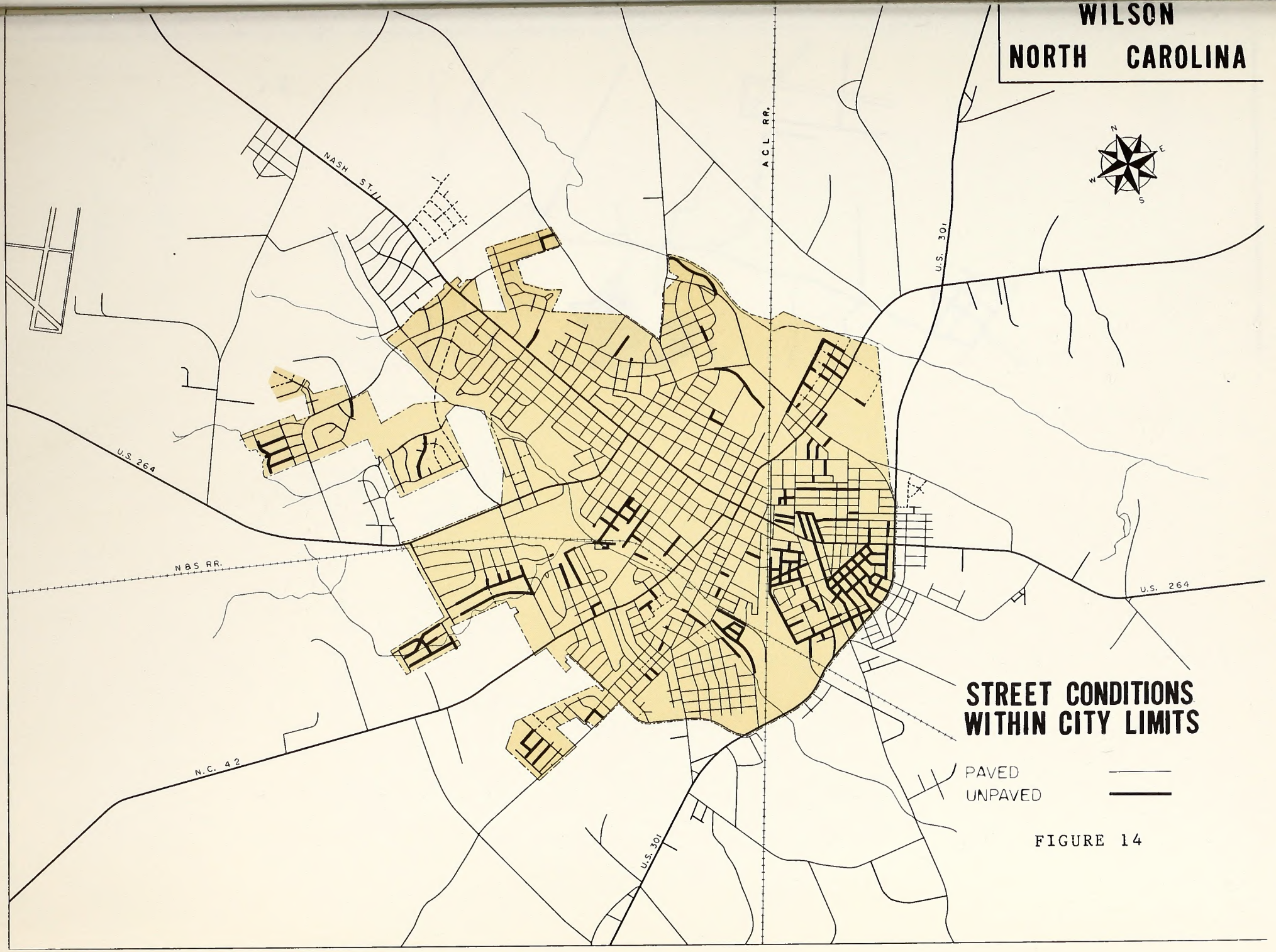
In the Wilson Planning Area there are 1,978.97 acres or 34.79 percent of the total developed land devoted to transportation. Of this total, 145.21 acres are devoted to railroads, 1,376.40 acres to streets, 57.36 acres to vehicular and utilities, and 400 acres to air transportation. Table 13 below shows the breakdown by area and Table A-2 in Appendix A, shows the number and percent by planning district.

TABLE 13 - ACRES OF TRANSPORTATION LAND AND TRANSPORTATION LAND AS A PERCENT OF THE TOTAL DEVELOPED AREA IN THE WILSON PLANNING AREA, 1966

Use	Wilson		Fringe Area		Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Railroad	80.74	2.54	64.47	2.58	145.21	2.56
Streets	910.20	28.48	466.20	18.69	1,376.40	24.19
Vehicular & Utilities	31.76	0.99	25.60	1.03	57.36	1.01
Air Transportation	---	---	400.00	16.03	400.00	7.03
TOTAL	1,022.70	32.01	956.27	38.33	1,978.97	34.79

Generally speaking, when more than 25 percent of the developed area of an urban community is devoted to streets, it is felt that too much of the land area is being used for streets. Within the city limits, 28 percent of the developed land is devoted to streets. In the city limits there are 103.37 miles of streets that are maintained by the City of Wilson; of this total 80.34 miles are hard surfaced streets, and 22.99 miles are unsurfaced. Most of the unsurfaced streets are found in the areas of substandard housing in districts 10, 11 and 12 (See Figure 14). Within the corporate limits, the State Highway Commission maintains approximately 18.19 miles of municipal street system. Average daily traffic counts are available for 1965 and these are shown in Figure 15.

Examination of the daily traffic volume map shows that U. S. Highway 301, Ward Boulevard and Nash Street carry the highest volume of traffic during a 24 hour period.


WILSON
NORTH CAROLINA
N
E
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W
NASH ST.
A C L RR.
U.S. 301
U.S. 264
N&S RR.
U.S. 264
N.C. 42
U.S. 301
STREET CONDITIONS
WITHIN CITY LIMITS
PAVED
UNPAVED

FIGURE 14

WILSON, N.C.

PREPARED FOR
WILTON PLYFITT BOATS
BY THE
DEPARTMENT OF CONSERVATION AND DEVELOPMENT
DIVISION OF COMMUNITY PLANNING
1968

1" = 3000'

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE DEPARTMENT OF HOUSING & URBAN DEVELOPMENT, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

AVERAGE DAILY TRAFFIC

FIGURE 15

4000
8000
12,000
16,000
20,000

SCALE
1"=20,000 CARS

Summary of Transportation Uses

1. Within the planning area, streets and highways comprise 33 percent of the total developed area.

2. Within the planning area there exist 22.9 miles of unsurfaced streets, most of which are in the areas of substandard housing in districts 10, 11 and 12.

3. According to traffic count conducted by the North Carolina State Highway Department, U.S. Highway 301, Ward Boulevard and Nash Street carry the highest volume of traffic during a 24 hour period.

VACANT LAND

In the Wilson Planning Area, 22,105 acres or 80 percent of the total area are vacant land. Of this total, 20,663 acres are found in the fringe area and 1,443 acres in the Wilson city limits. Within the city limits, 1,443 acres comprise 31 percent of the total area, while in the fringe the 20,663 acres amount to 80 percent of the total area.

TABLE 14 - ACRES OF VACANT LAND AND VACANT LAND AS A PERCENT OF THE TOTAL DEVELOPED AREA IN THE WILSON PLANNING AREA, 1966

	Wilson		Fringe Area		Planning Area	
Type	Acres	Percent	Acres	Percent	Acres	Percent
Vacant Land	1,442.71	31.13	20,662.63	89.24	22,105.34	79.53
Devp. Land	3,195.65	68.87	2,494.79	10.76	5,690.44	20.47
Total Area	4,638.36	100	23,157.42	100	27,795.78	100

Within the city limits, the majority of the vacant land is found in districts 4, 5, 6, 9, 17, 18, 19, 20, 21, 22, and 28. In the city limits, district 9 is the only area where there exist a large tract of vacant land that could be utilized for industrial purposes. However, it is doubtful that this will develop industrially because the sewerage disposal plant is located in the district and the district also contains unsuitable soil for any type of urban development. The supply of land best suited for residential development exists in districts 17, 18, 20, 21, 22 and 28. District 17 and 18 contain an abundant supply of vacant land, most of which has already been subdivided particularly in Cavalier Park Subdivision in district 18. Soil characteristics are excellent for residences. In addition, vacant land surrounding these districts is where residential development is now occurring and will most likely occur in the next twenty years.

The same situation prevails in districts 21,22 and 25. District 20 has a large tract of vacant land suitable for residential development; however, the area abutting Hominy Swamp Canal is generally unsuitable for development as shown in the soil suitability map. Prior to development of this area, it would be advisable to conduct further soil bearing and percolation tests.

In the fringe area there exist an abundant supply of vacant land suitable for both residential and industrial purposes. Vacant land found in district 24 and portions of district 25 and 26 is suitable for industrial. Within planning district 24, there are four industrial sites that contain a substantial amount of vacant land, most of which is suitable for industrial development. (See figure 13 for location of sites.) The suitability of the area for industrial purposes is due to the concentration of new industries, availability of large tracts of vacant land and excellent access to both railroads and U.S. Highway 301. However, the area along Hominy Swamp Canal between the Wilco site and Matthis site poses serious problems due to poor soil characteristics and sloping topography. Vacant land found west of Hominy Swamp Canal and abutting the Atlantic Coastline Railroad is excellent for industrial. In planning district 25, the area west of Black Creek Road is suitable for industrial development, as its soil characteristics are excellent and is conveniently served by the railroad and U.S. Highway 301.

A substantial amount of the vacant land found in district 26 is suitable for industrial development. However, within this district (as shown in the soil suitability map) there are large areas where soils are unsuitable for any type of urban development, other than for recreation purposes. Prior to any type of development, soil bearing and percolation tests should be conducted. The area west of U.S. Highway 301 and outside of Toisnot Swamp Canal are all suitable for industrial purposes. These areas are adequately served by U.S. Highway 301 and can be served by the Atlantic Coastline Railroad.

In the fringe area, vacant land suitable for residential development is found in districts 21, 22, 23, 25, 27 and 28. Planning districts 21, 22, 23, 28 and 27 are all areas where growth is presently occurring and will continue in the future. However, in districts 21, 22, 23,Bloomery Canal forms a major belt which will prohibit development due to poor soil characteristics. Areas north of the city along West Nash Street in districts 28 and 27 are all suitable for residential development, as this is another area where growth is occurring and is expected to continue. Within Planning district 28, the area adjacent to the Wilson Municipal Airport is excellent for residential development, providing that they are developed with public sewerage system. In planning district 27 there are areas, particularly along Toisnot Swamp, that are not suitable for development due to poor soil characteristics. (See Soil Suitability Map.) However, to the east beyond Toisnot Swamp land is excellent for residential development and most likely will develop in the next twenty years.

Another area which is suitable for residential development and will develop for this purpose is in planning district 25. Soil limitations are not serious, only a few scattered pockets are found throughout the district. Development in this district will be of a low income type housing development primarily for the Negro population presently housed in the worst slums of the city found in district 9, 10, 11 and 12.

Summary of Vacant Land

1. Vacant land constitutes 80 percent of the entire planning area.

2. Within the city limits there does not exist suitable land for industrial development.

3. Vacant land most suitable for industrial purposes is found in district 24 and portions of 25 and 26.

4. Within the city limits the supply of land best suited for residential development is found in districts 17,18, 20, 21, 22 and 28.

5. In the fringe area, vacant land suitable for residential development is found in districts 21, 22, 23, 25, 27 and 28.

6. Within the Wilson Planning Area there exist large areas which are unsuitable for urban development other than for recreation or related type development.

TABLE A-1

EXISTING LAND USE BY PERCENT OF TOTAL LAND AND
BY PERCENT OF DEVELOPED LAND
1966

	TOTAL PLANNING AREA			OUTSIDE CITY LIMITS			INSIDE CITY LIMITS		
Land Use Category	Acres	% of Total Land	% of Developed Land	Acres	% of Total Land	% of Developed Land	Acres	% of Total Land	% of Developed Land
Total Residential	2,124.25	7.64	37.32	529.37	2.29	21.22	1,594.88	34.41	49.90
Single-Family	1,944.12	6.99	34.16	513.96	2.22	20.60	1,430.16	30.83	44.76
Two-Family	115.26	0.42	2.03	3.93	0.02	0.16	111.33	2.41	3.48
Multi-Family	21.22	0.08	0.37	--	--	--	21.22	0.46	0.66
Home Occupation	3.55	0.01	0.06	0.21	0.001	0.01	3.34	0.08	0.10
RH, BH, FH	22.78	0.08	0.40	--	--	--	22.78	0.50	0.71
Trailers	17.32	0.06	0.30	11.27	0.05	0.45	6.05	0.13	0.19
Total Manufacturing	149.59	0.54	2.63	81.28	0.35	3.26	68.31	1.47	2.14
Durable	51.45	0.19	0.90	27.54	0.12	1.10	23.91	0.52	0.75
Non-Durable	38.98	0.14	0.69	27.69	0.12	1.12	11.29	0.24	0.35
Tobacco Manufacturing	41.95	0.15	0.74	24.28	0.10	0.97	17.67	0.38	0.55
Industrial Service	17.21	0.06	0.30	1.77	0.01	0.07	15.44	0.33	0.49
Total Retail	155.81	0.56	2.74	61.39	0.27	2.46	94.42	2.03	2.95
Primary	42.94	0.15	0.75	21.66	0.10	0.87	21.28	0.46	0.67
Secondary	75.57	0.28	1.34	33.17	0.14	1.33	42.40	0.91	1.33
Convenience	37.30	0.13	0.65	6.56	0.03	0.26	30.74	2.66	0.95
Total Wholesale & Warehousing	200.35	0.72	3.52	93.05	0.40	3.73	107.30	2.31	3.36
Merchant	63.44	0.22	1.11	38.64	0.17	1.55	24.80	0.53	0.78
Petroleum Bulk Terminal	17.73	0.06	0.31	15.32	0.07	0.61	2.41	0.05	0.08
Assemblers of Farm Products	32.95	0.12	0.58	11.02	0.05	0.44	21.93	0.47	0.69
Tobacco Warehousing	86.23	0.32	1.52	28.07	0.11	1.13	58.16	1.26	1.81
Total Services	160.92	0.58	2.83	116.10	0.50	4.65	44.82	0.97	1.40
Personal & Amusement	85.79	0.31	1.50	69.87	0.30	2.80	15.92	0.34	0.50
Repair	15.42	0.06	0.27	9.59	0.04	0.38	5.83	0.13	0.18
Administrative & Medical	59.71	0.21	1.06	36.64	0.16	1.47	23.07	0.50	0.72
Total Social & Cultural	920.55	3.31	16.17	657.33	2.84	26.35	263.22	5.69	8.24
In CBD	1.24	0.01	0.02	--	--	--			
Educational	150.73	0.53	2.65	89.83	0.39	3.60	61.21	1.32	1.92
Institutional & Medical	121.47	0.44	2.13	49.90	0.21	2.00	71.89	1.56	2.25
Recreation (Public)	530.24	1.91	9.32	468.86	2.02	18.79	61.69	1.33	1.93
Religion	116.87	0.42	2.05	48.74	0.22	1.96	68.43	1.48	2.14
Total Transportation	1,978.97	7.12	34.79	956.27	4.13	38.33	1,022.70	22.05	32.01
Railroads	145.21	0.51	2.56	64.47	0.28	2.58	80.74	1.74	2.54
Streets	1,376.40	4.96	24.19	466.20	2.01	18.69	910.20	19.62	28.48
Vehicular & Utilities	57.36	0.21	1.01	25.60	0.11	1.03	31.76	0.69	0.99
Total Developed Land	5,690.44	20.47	100.00	2,494.79	10.76	100.00	3,195.65	68.87	--
Vacant Land	22,105.34	79.53	--	20,662.63	89.24	--	1,442.71	31.13	--
Total Area	27,795.78	100.00	--	23,157.42	100.00	--	4,638.36	100.00	100.00

TABLE A-2

EXISTING LAND USE BY PLANNING DISTRICTS IN THE WILSON PLANNING AREA
1966

Planning Districts	1	2	3	4	5	6	7	8	9	10	11	12
Total Residential	6.03	64.20	56.53	108.66	112.21	109.68	70.01	77.36	2.33	37.08	88.33	90.30
Single-Family	5.00	41.66	31.85	97.70	95.96	103.30	51.36	73.40	1.93	28.12	74.15	84.40
Two-Family	1.00	5.14	13.20	5.74	15.50	4.71	17.79	3.50	0.40	7.46	12.63	5.30
Multi-Family	.03	4.61	3.56	3.44	--	0.69	0.17	--	--	1.50	1.55	0.60
Home Occupation	--	--	0.17	0.52	.23	0.52	0.69	0.29	--	--	--	--
RH, BH, FH	--	12.79	7.75	1.26	.29	--	--	--	--	--	--	--
Trailers	--	--	--	--	.23	0.46	--	0.17	--	--	--	--
Manufacturing	2.04	0.29	--	4.75	--	0.17	30.12	1.89	4.19	--	0.29	0.50
Durable Manufacturing	--	--	--	3.83	--	--	2.87	--	--	--	--	--
Nondurable Manufacturing	2.04	--	--	0.17	--	0.17	1.32	--	0.34	--	0.29	0.50
Tobacco Manufacturing	--	--	--	--	--	--	17.67	--	--	--	--	--
Industrial Service	--	0.29	--	0.75	--	--	8.26	1.89	3.85	--	--	--
Retail Trade	13.96	9.82	0.80	1.55	3.04	5.51	3.62	1.09	4.31	1.89	5.79	2.10
Primary Trade	5.62	1.72	--	--	.98	4.02	--	--	0.29	0.17	1.72	0.20
Secondary Trade	6.78	2.77	0.17	0.34	1.72	1.26	3.16	0.29	4.02	0.57	0.63	0.20
Convenience Trade	1.56	5.33	0.63	1.21	.34	0.23	0.46	0.80	--	1.15	3.44	1.70
Wholesale Trade & Warehousing	9.64	1.15	--	10.28	--	0.86	29.38	13.49	28.50	12.97	--	--
Merchant	7.28	1.15	--	6.03	--	0.86	4.71	--	1.38	--	--	--
Petroleum Bulk Terminal	--	--	--	2.41	--	--	--	--	--	--	--	--
Assemblers of Farm Products	--	--	--	--	--	--	9.47	--	1.38	11.08	--	--
Tobacco Warehousing	2.36	--	--	1.84	--	--	15.20	13.49	25.74	1.89	--	--
Services	7.42	7.84	0.69	0.52	3.33	12.85	7.12	1.44	0.98	1.27	0.92	1.20
Personal & Amusement Service	2.56	3.90	0.52	0.29	1.84	2.35	2.64	--	--	0.52	0.52	0.70
Repair Service	1.26	0.45	0.17	--	0.40	0.17	1.15	0.69	0.98	0.06	0.17	0.50
Administrative & Financial Serv.	3.60	3.49	--	0.23	1.09	10.33	3.33	0.75	--	0.69	0.23	--
Social & Cultural	1.24	8.63	17.78	16.19	1.43	6.26	6.61	0.80	--	3.90	2.81	7.80
Educational	--	0.69	13.77	11.48	--	4.48	3.73	--	--	3.04	--	6.80
Insitutional & Medical	--	1.26	.86	0.69	--	--	.29	--	--	--	0.63	0.20
Recreation	--	--	2.98	2.87	--	1.15	1.61	--	--	--	--	--
Religious	--	6.68	0.17	1.15	1.43	0.63	0.98	0.80	--	0.86	2.18	0.80
Transportation	26.08	34.97	36.20	61.01	42.70	45.90	91.50	34.32	34.61	27.55	48.46	44.97
Railroads	3.40	0.57	1.20	6.90	1.70	--	27.20	0.92	9.72	2.38	--	0.57
Streets	20.70	34.4	35.00	54.00	41.00	45.90	62.00	33.40	18.00	25.00	48.00	44.20
Vehicular & Utilities	1.98	--	--	0.11	--	--	2.30	--	6.89	0.17	0.46	0.20
Air Transportation	--	--	--	--	--	--	--	--	--	--	--	--
Total Developed Area	66.41	126.90	112.00	202.96	162.71	181.23	238.36	130.39	74.92	84.66	146.60	146.87
Vacant Land	20.84	10.90	9.70	39.54	60.19	34.57	39.94	21.81	74.08	19.76	8.40	6.94
TOTAL AREA	87.25	137.80	121.70	242.50	222.90	215.80	278.30	152.20	149.00	104.42	155.00	153.81

TABLE A-2 (CONTINUED)

Planning Districts	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	
Total Residential	47.11	30.24	113.46	93.45	59.25	139.17	61.91	28.73	127.11	64.07	30.00	62.00	95.00	89.90	55.20	204.93	2,124.25
Single-Family	42.58	25.25	109.33	79.20	57.50	139.17	61.39	28.53	127.11	60.17	23.43	62.00	94.90	85.00	55.00	204.73	1,944.12
Two-Family	3.62	0.11	3.44	10.79	1.00	--	--	--	--	3.73	0.20	--	--	--	--	--	115.26
Multi-Family	0.57	--	0.23	3.00	0.75	--	0.52	--	--	--	--	--	--	--	--	--	21.22
Home Occupation	--	--	0.46	--	--	--	--	--	--	0.17	--	--	--	0.50	--	--	3.55
RH, BH, FH	0.23	--	--	0.46	--	--	--	--	--	--	--	--	--	--	--	--	22.78
Trailers	0.11	4.88	--	--	--	--	--	0.20	--	--	6.37	--	0.10	4.4	0.20	0.20	17.32
Manufacturing	1.43	21.81	2.18	--	0.40	--	--	--	--	0.46	15.21	58.99	--	3.44	--	1.43	149.59
Durable Manufacturing	1.43	15.78	--	--	--	--	--	--	--	--	--	24.10	3.44	3.44	--	--	51.45
Nondurable Manufacturing	--	6.03	--	--	--	--	--	--	--	0.46	--	27.66	--	--	--	--	38.98
Tobacco Manufacturing	--	--	2.18	--	--	--	--	--	--	--	15.21	6.89	--	--	--	--	41.95
Industrial Service	--	--	--	--	0.40	--	--	--	--	--	--	0.34	--	--	--	1.43	17.21
Retail Trade	5.11	11.59	0.57	1.26	0.40	0.86	0.23	--	30.00	3.45	23.99	8.48	5.91	9.65	0.63	0.20	155.81
Primary Trade	0.80	1.15	--	--	--	--	0.23	--	10.00	2.30	5.74	1.03	2.00	4.48	0.29	0.20	42.94
Secondary Trade	3.62	9.41	0.34	--	0.17	--	--	--	10.00	1.15	14.92	7.45	1.89	4.71	--	--	75.57
Convenience Trade	0.69	1.03	0.23	1.26	0.23	0.86	--	--	10.00	--	3.33	--	2.02	0.46	0.34	--	37.30
Wholesale Trade & Warehousing	0.57	2.98	6.43	--	--	--	--	--	--	0.86	29.50	30.55	9.13	14.06	--	--	200.35
Merchant	0.57	2.98	6.43	--	--	--	--	--	--	0.86	4.82	10.93	1.38	14.06	--	--	63.44
Petroleum Bulk Terminal	--	--	--	--	--	--	--	--	--	--	0.40	14.63	0.29	--	--	--	17.73
Assemblers of Farm Products	--	--	--	--	--	--	--	--	--	--	6.03	4.99	--	--	--	--	32.95
Tobacco Warehousing	--	--	--	--	--	--	--	--	--	--	18.25	--	7.46	--	--	--	86.23
Services	3.05	1.54	0.57	--	--	1.21	--	--	--	1.15	99.51	4.13	1.66	0.80	0.97	0.75	160.92
Personal & Amusement Service	0.98	0.63	0.57	--	--	0.46	--	--	--	0.63	63.70	0.52	1.32	0.80	0.34	--	85.79
Repair Service	0.52	0.57	--	--	--	0.75	--	--	--	0.52	3.50	2.18	--	--	0.63	0.75	15.42
Administrative & Financial Serv.	1.55	0.34	--	--	--	--	--	--	--	--	32.31	1.43	0.34	--	--	--	59.71
Social & Cultural	5.45	92.75	63.13	1.60	55.84	--	22.79	10.90	--	28.24	98.83	1.03	416.56	25.88	18.36	5.74	920.55
Educational	1.89	3.56	2.01	--	55.67	--	--	--	--	2.41	--	--	41.20	--	--	--	150.73
Institutional & Medical	--	86.09	--	0.80	--	--	--	--	--	25.31	5.34	--	--	--	--	--	121.47
Recreation	2.87	2.87	14.63	--	--	--	18.94	10.90	--	--	91.19	--	352.40	25.25	--	2.58	530.24
Religious	0.69	0.23	46.49	0.80	0.17	--	3.85	--	--	0.52	2.30	1.03	22.96	0.63	18.36	3.16	116.87
Transportation	35.50	55.10	95.80	29.80	27.50	81.30	28.70	22.70	84.60	43.60	57.22	123.79	124.51	101.68	26.40	112.50	1,978.97
Railroads	1.15	5.70	9.60	--	--	--	--	1.70	15.80	--	--	29.90	10.30	16.50	--	--	145.21
Streets	32.00	47.10	71.20	29.80	27.50	81.30	28.70	21.00	68.80	43.60	55.10	78.10	107.90	83.80	26.40	112.50	1,376.40
Vehicular & Utilities	2.35	2.30	15.00	--	--	--	--	--	--	--	2.12	15.79	6.31	1.38	--	--	57.36
Air Transportation	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	400.00	400.00
Total Developed Area	98.22	216.01	282.14	126.11	143.39	222.54	113.63	62.33	241.71	141.83	354.26	288.97	652.77	245.41	101.56	725.55	5,690.44
Vacant Land	31.98	186.49	96.66	40.39	297.41	121.86	19.57	102.97	1,709.89	1,168.07	1,643.24	3,724.53	2,983.03	4,899.89	2,309.24	2,423.45	22,105.34
TOTAL AREA	130.20	402.50	378.80	1,166.50	440.80	344.40	133.20	165.30	1,951.60	1,309.90	1,997.50	4,013.50	3,635.80	5,145.30	2,410.80	3,149.00	27,795.78

TABLE A-3 - NUMBER OF DWELLING UNITS BY PLANNING DISTRICT IN THE WILSON PLANNING AREA, 1966

Planning District	Total D. U.	Single Family	Two Family	Multi-Family	RH FH, BH	Trailers
1	30	23	4	3	--	--
2	310	179	58	46	27	--
3	403	183	124	65	31	--
4	491	400	46	41	4	--
5	530	393	136	--	1	--
6	609	537	56	12	--	4
7	539	358	176	4	--	1
8	416	385	30	--	--	1
9	14	10	4	--	--	--
10	481	221	224	35	1	--
11	796	578	176	42	--	--
12	877	747	118	12	--	--
13	300	250	42	7	--	1
14	195	119	2	--	--	74
15	418	391	24	3	--	--
16	502	315	120	66	--	1
17	218	206	8	4	--	--
18	418	418	--	--	--	--
19	209	209	--	--	--	--
20	79	79	--	--	--	--
21	304	304	--	--	--	--
22	251	187	--	64	--	--
23	89	65	2	--	--	22
24	184	184	--	--	--	--
25	372	372	--	--	--	--
26	223	176	--	--	--	47
27	100	100	--	--	--	--
28	440	440	--	--	--	--
	9,798	7,829	1,350	404	64	151

TABLE A-4 - NUMBER OF DWELLING UNITS BY PLANNING DISTRICTS INSIDE THE WILSON CITY LIMITS, 1966

Planning District	Total D. U.	Single Family	Two Family	Multi-Family	RH FH, BH	Trailers
1	30	23	4	3	--	--
2	310	179	58	46	27	--
3	403	183	124	65	31	--
4	491	400	46	41	4	--
5	530	393	136	--	1	--
6	609	537	56	12	--	4
7	539	358	176	4	--	1
8	416	385	30	--	--	1
9	14	10	4	--	--	--
10	481	221	224	35	1	--
11	796	578	176	42	--	--
12	877	747	118	12	--	--
13	300	250	42	7	--	1
14	195	119	2	--	--	74
15	418	391	24	3	--	--
16	502	315	120	66	--	1
17	207	195	8	4	--	--
18	418	418	--	--	--	--
19	209	209	--	--	--	--
20	79	79	--	--	--	--
21	277	277	--	--	--	--
22	217	153	--	64	--	--
28	137	137	--	--	--	--
	8,455	6,557	1,348	404	64	82

TABLE A-5 - NUMBER OF NEW RESIDENTIAL UNITS IN THE WILSON PLANNING AREA, 1960-1966. (JANUARY 1960-JULY 1966)

Planning District	Total D. U.	Single Family	Two Family	Multi-Family
1	1	1	--	--
2	2	--	2	--
3	15	3	--	12
4	16	14	2	--
5	159	31	128	--
6	28	17	8	3
7	163	53	110	--
8	27	23	4	--
9	--	--	--	--
10	161	30	124	7
11	46	46	--	--
12	26	24	2	--
13	23	20	--	3
14	4	4	--	--
15	88	88	--	--
16	23	8	12	3
17	52	52	--	--
18	70	70	--	--
19	3	3	--	--
20	12	12	--	--
21	157	157	--	--
22	122	58	--	64
23	2	2	--	--
24	1	1	--	--
25	3	3	--	--
26	--	--	--	--
27	--	--	--	--
28	--	--	--	--
	1,204	720	392	92

TABLE A-6 - NUMBER OF SUBSTANDARD DWELLING UNITS BY PLANNING DISTRICT IN THE PLANNING AREA, 1966

Planning District	Total No. D. U.	Single Family	Two Family	Multi-Family	FH, RH, BH
1	29	23	--	6	--
2	55	24	18	13	--
3	74	32	8	26	8
4	148	108	26	20	--
5	44	38	6	--	--
6	18	18	--	--	--
7	258	204	46	8	--
8	9	9	--	--	--
9	5	3	2	--	--
10	144	93	48	3	--
11	446	358	82	6	--
12	604	496	108	--	--
13	57	47	10	--	--
14	8	8	--	--	--
15	11	9	2	--	--
16	4	4	--	--	--
17	6	6	--	--	--
18	1	1	--	--	--
19	--	--	--	--	--
20	--	--	--	--	--
21	11	11	--	--	--
22	17	17	--	--	--
23	24	24	--	--	--
24	115	115	--	--	--
25	208	208	--	--	--
26	55	55	--	--	--
27	26	26	--	--	--
28	52	52	--	--	--
	2,429	1,983	356	82	8

TABLE A-7 - NUMBER OF SUBSTANDARD DWELLING UNITS BY PLANNING DISTRICTS INSIDE THE WILSON CITY LIMITS, 1966

Planning District	Total D. U.	Single Family	Two Family	Multi-Family	FH, BH, RH
1	29	23	--	6	--
2	55	24	18	13	--
3	74	32	8	26	8
4	148	108	26	20	--
5	44	38	6	--	--
6	18	18	--	--	--
7	258	204	46	8	--
8	9	9	--	--	--
9	5	3	2	--	--
10	144	93	48	3	--
11	446	358	82	6	--
12	604	496	108	--	--
13	57	47	10	--	--
14	8	8	--	--	--
15	11	9	2	--	--
16	4	4	--	--	--
17	3	3	--	--	--
18	1	1	--	--	--
19	--	0	--	--	--
20	--	0	--	--	--
21	--	0	--	--	--
22	--	0	--	--	--
28	--	0	--	--	--
	1,918	1,472	356	82	8

TABLE A-8 - DWELLING UNITS PER ACRE BY PLANNING DISTRICTS IN THE WILSON PLANNING AREA, 1966

Planning District	Total No. of Net Residential Acre	Total No. D. U.	D. U. Per Net Residential Acre
1	6.03	30	5.0
2	64.20	310	4.8
3	56.53	403	7.1
4	108.66	491	4.5
5	112.21	530	4.7
6	109.68	609	5.5
7	70.01	539	7.7
8	77.36	416	5.4
9	2.33	14	7.0
10	37.08	481	13.0
11	88.33	796	9.0
12	90.30	877	9.7
13	47.11	300	6.3
14	30.24	195	6.5
15	113.46	418	3.6
16	93.45	502	5.3
17	59.25	218	3.7
18	139.17	418	3.0
19	61.91	209	3.4
20	28.73	79	2.8
21	127.11	304	2.3
22	64.07	251	3.9
23	30.00	89	2.9
24	62.00	184	2.9
25	95.00	372	3.9
26	89.90	223	2.5
27	55.20	100	1.8
28	204.93	440	2.1
	2,124.25	9,798	

Average Density - 4.6
Average Density Inside City Limits - 5.3